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China Mail

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1846

TO-DAY'S DOLLAR. — The
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No. 27,371 HONG KONG, THURSDAY, DECEMBER 26, 1929.

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JEWELLERS ROBBED

SMALL HAUL BY
CHINESE

WINDOW BROKEN

FUTILE PURSUIT OF THE THIEF

Messrs. J. Ullmann & Co., the
old established French firm of
jewellers whose premises are on
the Chater Road side of Alexan-
dra Building, were robbed by a
Chinese window-breaker early this
morning. The loss, fortunately, is
less than the cost of the large
sheet of plate glass.

It occurred about 7.40 a.m. The
thief used a common hammer with
wooden handle, about nine inches
long, and is believed to have swung
only one blow. That it was effective
can be seen from the window.
The glass is about half an inch
thick and the hole made was nearly
three feet high. The width of
the aperture varied to almost two
feet in the middle.

POOR DISCRIMINATION
But the robber showed poor dis-
crimination. There are three
windows; the first, on the east side
of the entrance to the shop and
nearest the lane separating Alexan-
dra Building from the Savoy
Hotel, which was the one attack-
ed; the second, on the other side
of the entrance; and the third is
a much wider window divided into
three sections.

Messrs. Ullmann's employ an
Indian watchman, who should have
been at his post at the time. He
states that he had to be absent
temporarily. At any rate, a Chi-
nese watchman employed by
Messrs. Komor & Komor, whose
premises are across the road in
St. George's Building, heard the
crash, looked over and saw the
thief making off. This watchman
pursued the fugitive who at once
wheeled into the lobby of Alexan-
dra Building and popped out into
Des Voeux Road. From here the
thief ran into the lane dividing
Exchange Building and Powell's
old building. In Queen's Road
Central he was lost sight of.

A GET-AWAY

Although the streets were more
or less deserted and the thief had
no chance of mingling with a
crowd he escaped from the Chi-
nese watchman.

Other watchmen from adjacent
premises had gathered round
Messrs. Ullmann's in the interval
and Chinese detectives were soon
on the scene.

When Mr. Chan Lam-fai, the
comptroller, called shortly after
nine o'clock, the hammer was
lying where it fell on the pavement,
close up to the wall. Two or three
large pieces of glass had fallen
into the showcase, together with
the fragments, and some very
small pieces were on the ground.

Mr. Chan informed the "China
Mail" that only eight small metal
wrist-watches had been stolen.
These were from a tray which had
recesses for twenty, in four rows
of five. The two middle rows had
been full and the other two were
empty.

TOTAL VALUE OF HAUL

It was here that the thief had
made the haul, because only two
were left out of the ten. Marked
at \$24 each, the watches were
therefore worth \$192. Later, a
Chinese folk pointed out that three
metal open-faced watches, hang-
ing on a cardboard stand on a
row higher and further back, were
missing, with the stand. These
watches were priced at \$10 each,
making the total of the loot \$222.
An identical set of watches was
left in the same row.

But there was more valuable
stuff in the window. A beautiful
ly tinted semi-circular eight-day
clock, worth \$150, was left un-
touched. A costly light-blue
enamelled brush-comb-mirror set
for ladies and another set made
of silver lay within inches of the
gaping hole, but were left partly
covered by fragments of plate
glass. Then there were other
watches and wrist-watches, and
several objects d'art on the high-
est row at the back of the show-
case.

The window at the other side of
the entrance contained some ex-
pensive jewellery, including a num-
ber of fancy watches in elaborate
cases and several other pieces of
jewellery.

The large window of Messrs.
Watson and Co. is, as stated, in

CANTON'S WARFARE REVIEWED

HOW CRITICAL SITUATION WAS AVERTED

TRIUMPH EVENTUALLY

Canton, Tuesday.
Upon the receipt of instructions
from President Chiang on Decem-
ber 19, General Chan Chi-chong, of
the 3rd Division, assembled on
December 21 his entire division at
Canton, which departed for the
North on December 22. General
Chan himself, accompanied by
Madame Chan and several body-
guards, left yesterday to take the
"President Grant" for Shanghai.

Interviewed yesterday at the
Asia Hotel, General Chan made the
following statement, regarding the
recent encounter with the enemy:
The five divisions of the 8th
Army guarded the line from Lu-
lu-shueh, Kwan-tin and Chik-nai
to Koon-yiu where mines, wires,
branches and other obstructions
were laid, blocking advance of the
enemy.

The 3rd, 8th and 50th Divisions
were stationed on the line from
Lu-lu-shueh westward passing
Lung-Lung-hu and Chang-shan
to Leekai, the area be-
ing rice-fields, the view was clear
and no obstruction of any sort was
needed.

Sinked Re-Captured
On December 9 at 6 p.m., the
enemy began to assault Sink-kok
and Liang-Lung-hu, the front line
being defended by the 3rd and 50th
Divisions. Unexpectedly, at 8
p.m., the 106 Regiment of the 50th
Division could not maintain its
position and the 14th Regiment of
the 3rd Division was sent up to take
its place. On the same night at
4.30 a.m., the 105th Regiment of the
50th Division retreated and I im-
mediately pushed up the 14th
Regiment which subsequently re-
captured Sink-kok and Yuan-tan.

On December 10 in the early
morning, the enemy made over 10
charges which were met by the
14th, 15th and 17th Regiments of
the 3rd Division. The encounter
was most severe and bloody. The
enemy concentrated 4 entire re-
giments for the attack.

Heavy Casualties
The situation being very critical,
General Chan telephoned to the
C.I.C. Chan Chai-tong, for rein-
forcement. Brigadier General
Chang Sai-tak of the 61st Division
rushed up at 8 p.m. with his forces,
pushing forward to attack Liang
Lung-hu. The 60th Division under
General Choi Ting-kai also came
upon the field. Both sides made
attacks and counter-attacks, the
distance between them being barely
one li. In this engagement,
Colonels Ng Hui-ping and Chang
Chi-ying and the officers of the 13th
Regiment were wounded; the
casualties on both sides were
heavy.

The Enemy Retreats
When the issue was hanging in
the balance, a telephone report was
received from C.I.C. Chan Chai-tong
saying that the 8th Division was
attacking the rear of the enemy,
which action turned the situation
in our favour. The enemy was
beaten on December 12. He made
a general retreat on December 13
towards Waitap on the Kwangsi
border, owing to the lack of both
ammunition and food. The battle
lasted 4 nights, resulting in the
capture of numerous prisoners,
with guns and rifles from the
enemy.—Canton News Agency.

three sections, the end one being oc-
cupied by a dress-maker's creations
(an Petit Louvre). The other sec-
tions display very fancy clocks
in enamel set-off with precious
stones and, as far as could be seen,
the more valuable of the jeweller's
wares.

PREVIOUS 'INCIDENTS'
Some time ago the middle section
of this large window was broken by
a British soldier of the garrison
during what is known as the win-
dow-smashing epidemic in the
Colony, which gave rise to questions
in the House of Commons and
rumours which were set at rest by
a statement by the then General
Officer Commanding, South China,
that pane cost Messrs. Ullmann's
\$240 to replace; and the one broken
to-day was of the same dimensions,
if not bigger.

More recently, the Shanghai
branch of the firm (whose head
office is in Paris) was robbed to the
extent of about \$100,000.
The Hong Kong office announced
that it would be giving up its retail
and concentrating on wholesale
business, but the watches stolen to-
day were all from retail stock.

SEVERE ICE PACK IN ANTARCTIC

WHALING SHIP FOUNDERS: CREWS RESCUED

WHALES PLENTIFUL

Wellington, N.Z., Yesterday.
Commander Byrd's supply ship
"Eleanor Bolling," at present at
Dunedin, received a wireless mes-
sage stating that two "chasers"
operating with the whaling fleets in
the Antarctic were crushed by the
ice and foundered, but their crews
were rescued. The ice is the heav-
iest for many years. Ice-pack covers
an area of nearly 200 miles
wider than last year. Whalers are
having difficulty in forcing a
passage through the ice, but
whales are plentiful outside the
ice-pack, and good catches have
been made.

Lost Airman
Moscow, Yesterday.
Shestakov, the Russian airman
who recently flew from Moscow to
New York, is proceeding to Cape
Northern, in the Antarctic Region, to
search for Lt. Eielson.—Reuter.

U.S. Appeal
New York, Yesterday.
Senator Borah has appealed to
the Soviet Government to assist the
United States authorities in their
search for Lieutenant Eielson, the
Norwegian airman and explorer
who, in Mid-November, set out from
Nome, Alaska, on a series of flights
to the gallant rescue of traders and
the crew aboard a frozen fur ship
carrying valuable cargo off the
Siberian coast. His aeroplane was
wrecked during one journey while
midway to the fur ship. Search
proved unavailing.—Reuter's Ameri-
can Service.

SNOWDEN'S SNUB FOR CHURCHILL

THE TWO CHANCELLORS IN A TILTING MATCH

CHRISTMAS WISHES

London, Yesterday.
A few "bones" were broken in a
tilting match between the ex-Chan-
cellor and Chancellor of the Ex-
chequer, which entertained the House
of Commons before the recess.
Mr. Churchill, in his first "dig," re-
marked that now that the City had
given Mr. Snowden the freedom it
would have nothing left to give him
after the Budget.

The more he was treated with
honour and indulgence, the more
crispulous and dictatorial he became.
England was celebrating its first
Christmas under a Socialist Govern-
ment by rising prices, declining wages,
increasing unemployment and financial
uneasiness.

Mr. Philip Snowden congratulated
speech at this time of pantomime—
and retorted that if Mr. Churchill
had adopted his (Mr. Snowden's) Hague
methods in his negotiations with
France and Italy, he might have made
more favourable settlements while as
regards domestic finance, if Mr. Church-
ill's budget had been in company
with his balance sheets the ex-
Chancellor would have found himself
in the dock. Mr. Snowden closed the
match by wishing his antagonist a
Merry Christmas and prosperous New
Year.—Reuter.

WHITEHOUSE FIRE

Outbreak Next To The President's Quarters

Washington, Yesterday.
The Presidential Executive offices
at Whitehouse were destroyed by a fire
which took two hours to overcome.
The damage is estimated at \$60,000.
Mr. Hoover's private papers were res-
cued, but many records were destroyed.
Whitehouse proper, to which the
offices are connected by a passageway,
was undamaged.—Reuter's American
Service.

DRY AMERICA

Senator Borah Rates The Government

New York, Yesterday.
Senator Borah, who is a prominent
"dry," has bitterly attacked the ad-
ministration of the prohibition depart-
ment. He declares that the Govern-
ment should appoint honest officials if
it really desires to enforce the law.
He said the present personnel would
do as—Reuter's American Service.

Monsieur, Yesterday.—Hosié has
been sent to hospital at Rangoon for
treatment of his injuries.—Reuter.

ENGLISH LEAGUE FOOTBALL

RESULTS ON CHRISTMAS DAY

LUCK OF THE VISITORS

London, Yesterday.
To-day's matches in the English and
Scottish Leagues were as under:—

ENGLISH LEAGUE

First Division
Aston Villa 0 Manchester C. 2
Blackburn 5 Sunderland 3
Bolton 1 Burnley 1
Everton 1 Wednesday 4
Grimsby 1 Leicester 4
Leeds 2 Derby 1
Manchester U. 0 Birmingham 3
Newcastle 3 Middlesbrough 1
Preston 0 Arsenal 1
Sheffield U. 4 Liverpool 2
West Ham 2 Huddersfield 3

Second Division
Blackpool 1 Chelsea 1
Bradford C. 1 Reading 0
Bristol C. 2 Cardiff 0
Bury 3 Preston N. E. 2
Hull 3 Stoke 0
Millwall 2 West Brom. 0
Notts. Forest 4 Barnsley 1
Oldham 5 Bradford 0
Swansea 3 Notts. County 2
Tottenham 3 Southampton 2

Third Division (South)
Brentford 2 Brighton 0
Clapton O. 2 Swindon 0
Coventry C. 1 Plymouth 1
Fulham 6 Bristol R. 1
Gillingham 1 Bournemouth 0
Luton 1 Northampton 0
Merthyr 2 Watford 2
Newport 2 Torquay 1
Norwich 3 Queen's P. R. 0
Southend 1 Exeter 0
Walsall 0 Crystal Pal. 0

Third Division (North)
Barrow 0 York 0
Crewe 2 Wrexham 0
Darlington 2 Accrington 1
Halifax 1 Lincoln 4
Hartlepool 2 South Shields 1
Nelson 2 Carlisle 2
Port Vale 1 Stockport 2
Rochdale 2 Doncaster 4
Rotherham 1 Chesterfield 1
Southport 1 Wigan 1
Tranmere 3 New Brighton 1

SCOTTISH LEAGUE

Partick Thistle 1 Queen's Park 0
St. Johnstone 0 Dundee 0
— Reuter.

STILL FINE

"East winds, moderate;
fine" is the local forecast until
noon to-morrow. That for
Formosa Channel is "N. E.
winds, moderate."

At 10.07 a.m. the Observatory
reported:—"The anti-cyclone
has freshened over E. Japan.
Fresh to moderate monsoon
over the China Sea."

KWANGSI GENERALS' FATE

CONFLICTION VERSIONS FROM WUCHOW

PLANES AGAINST REBELS

Following the cessation of com-
munications on account of war in the
West River region, communications
have been resumed with Hong Kong
and news as to the fate of the Kwang-
si Generals is given in the first mail
to come down.

[From Our Own Correspondent.]

Wuchow, December 22.
Four or five more Cantonese (pro-
Government) aeroplanes arrived here
this morning. It is stated that 10 will
concentrate here to proceed further up
the West River (into the interior of
Kwangsi) to take part in the final sup-
pression of the Kwangsi troops who
have rebelled against the National Gov-
ernment of China. Seven warships
were left already for the scene of
operations, to support several reg-
iments from the Cantonese 60th and
61st Divisions, whom tell the
honour of repelling the Kwangsi
back. Two hydroplanes left yesterday
to assist.

Victims of Bombing Attack
General Wong Shih-hung, one-time
Governor of Kwangsi, is reported to
have passed through Wuchow two
days before this city was evacuated by
his troops on their precipitate retreat
in the face of the Cantonese advance.
That he has been seriously wounded is
generally believed to be the case. It
is said that he was one of the victims
of a bombing attack by Cantonese aer-
oplanes. A close friend of his states
that after leaving Wuchow he went to
Kweilin where he assembled his in-
juries, but this has yet to be ver-
ified.

Major-General Wong Kuen is re-
ported as far as Wuchow and the
"Chung On" is the first arrival
since the blockade.

ATTEMPT TO KILL THE VICEROY

SEVEN ARRESTS MADE IN LAHORE

GANDHI IMPATIENT

Lahore, Tuesday.
There have been seven arrests
here in connection with the attempt
to assassinate the Viceroy. This
was after a house to house search.
The arrested persons include the
brother of Jatin Dranathdas who
recently died in prison from
hunger-striking, two workers con-
nected with the Nationalist Con-
gress camp, and some prisoners who
are active members of the League
of Youth.

Dominion Status

New Delhi, Tuesday.
The official account of yesterday's
conference between the Viceroy and
the Indian Nationalist leaders says
that the discussion was limited to
the function of the proposed con-
ference in London. It was stated
on behalf of the Congress Party,
that His Majesty's Government
should announce that the purpose
of the conference was to draft a
scheme for Dominion Status, but
the Viceroy pointed out that it was
impossible to pre-judge the action
of the Conference, or to restrict
the liberty of Parliament.

It is unofficially stated that
Gandhi and Motilal Nehru insisted
that Dominion Status should im-
mediately be granted, but Sir Tej
Sapru and Mr. Jinnah thought that
such a grant should be urged and
argued at the conference.—Reuter.

FALSE REPORTS BY JAPANESE

"GOVERNMENT TO SUPPRESS NIPPON-DEMPO AGENCY

SUBVERSIVE PROPAGANDA

Nanking, Dec. 22.

Like last year, the foreign
diplomatic representatives are in-
vited to attend the military review
by President Chiang on January 1.
The National Government has de-
cided to withhold the telegraph,
radio and telephone facilities from
the Nippon-Demopo Agency for con-
ducting subversive propaganda on
the Chinese situation. The Wai-
chiapou has requested Counselor
Shigemitsu, of the Japanese Legation,
to restrain similar activities
of Japanese propagandists by citing
the said Agency's false reports: (1)
December 3, reporting the Foreign
Minister's resignation, blaming the
National and Mukden Governments
unpreparedly; (2) December 9,
reporting President Chiang was
fleeing in an aeroplane; (3) Decem-
ber 13, reporting Yen Hsi-shan as
advising Chiang's resignation—all
being absolutely untrue, and in-
tended to undermine the people's
confidence in the National Govern-
ment.—Canton News Agency.

INDIAN HERO

Thousands Welcome Son Of President-Elect

Lahore, Yesterday.
Hundreds of thousands witnessed
a procession in the streets to wel-
come Jawaharlal Nehru, the son of
Pandit Motilal Nehru, President-
elect of the Indian National Con-
gress, over which his father presided
last year. Jawaharlal was on
horseback, escorted by "volunteers,"
mounted and afoot, who, unaided
by police, themselves controlled the
procession. There was no untoward
incident.—Reuter.

of the 15th Division, stationed in Nan-
ning. This unit was led previously by
Li Ming-shui, who was dismissed for
joining Yu Tsao-pak, the radical ex-
Governor who is now an exile. Dur-
ing the campaign, General Wong Kuen
was at Peking, where it is rumoured
that he was blown to pieces by the
explosion of a land mine. Another
version is that he perished through
contact with barbed wire electrically
charged by the Cantonese defenders;
yet another story is that he was one of
many mown down by machine-guns
fire when leading a massed attack.

Navigation Now Possible
Later.
The West River is now clear to
navigation as far as Wuchow and the
"Chung On" is the first arrival
since the blockade.

"SUNDAY HERALD" CHARITY CUP

CHINA TRIUMPHS OVER PORTUGAL

THREE-GOAL MARGIN

[By "Roamer"]
The first of the series of games
for the "Sunday Herald" Charity
Cup was played yesterday on the
Club Ground at Happy Valley
when Portugal met China. The
match was well patronised. Mr.
F. Smith was referee and Mr.
Campbell and Sergt. Bunting were
linesmen. The following were the
teams:—

Portugal: N. Beltrao; Silva-Netto,
S. Souza; C. Roza-Pereira, A. A.
Remedios, P. M. Xavier; B. Gosano,
A. Ward, A. V. Gosano, L. A. da
Rocha and J. Goncalves.

China: Pau Ka-ping; Ng Kam-
chuen, Lee Tin-sang; Leung Wing-
tak, Wong Shui-wa, Lam Yuk-
ting; Tso Kwai-shing, Cheng Sui-
hong, Fung King-cheung, Ip Pak-wa
and Chan Kwong-lu.

An Early Corner

Portugal won the toss and from
the kick-off China went straight
to the attack with a rush that
soon had Souza in difficulties he
having to relieve the sudden
thrust by conceding a corner.
The flag kick was, however, head-
ed over by Cheng Sui-hong. Por-
tugal immediately retaliated, A. V.
Gosano going very close with an
awkward shot. China eventually
made a very determined rush, but
Souza again put behind for a
corner which was cleared. An-
other raid by China was spoiled by
Lee Tin-sang being off-side.

The First Goal

China was pressing hard and
following a melee with three of
their forwards standing unmarked
well within the penalty area Ip
Pak-wa opened the scoring with a
splendid shot that gave Beltrao
little chance.

Within two minutes to finish off
a good display of combination,
Tso Kwai-shing shot into the roof
of the net to put China further
ahead.
Portugal who up to now had
been very slow on the ball tried
to get going and managed to get
at close quarters for Rocha to
put just over. Beltrao did well to
save a hot shot from Tso Kwai-
shing following one of his many
runs on the wing and cutting in
to shoot. The play was very fast
with China having the better of
the exchanges.

Ip Pak-wa was pulled up for
dangerous jumping, the resultant
free kick being cleared after a
display of heading. Beltrao had
no time to gather the ball from a
close range shot from Fung King-
cheung and had to take the risk
of kicking clear with two attack-
ers close at hand. Portugal were
now having a warm time through
being too slow, mis-kicking being
very frequent. Fung King-cheung
next tried his luck with a fast
drive but just went over.

A Third Goal

Still on the attack Ip Pak-wa
sent in a beautiful header from
Tso Kwai-shing's pass, the flight
of the ball completely deceiving
Beltrao.
The display of the China play-
ers was pleasing to the spectators,
it being frequently punctuated by
yells, more especially when Tso
Kwai-shing gained possession of
the ball. A good save was affect-
ed by Beltrao from Ip Pak-wa but,
being unable to hold the ball, he
conceded a corner. The flag-kick
was sent inches wide by Leung
Wing-tak. The play then went to
the other end for a few minutes
A. V. Gosano having the misfor-
tune to place too far in front of
him to get a final kick at goal.
After 45 minutes the whistle
signalled the interval with China
holding a three goal lead which
was fully merited.

Half-time:—

Portugal 0
China 3

The Second Half

China put on pressure after the
resumption. Tso Kwai-shing first
shot just over and then dropping
on the net. Xavier and Silva-Netto
exchanged positions and the former
stopped Fung King-cheung in the nick of time.
Beltrao saved well from Fung
King-cheung and Cheng Sui-hong
but only partially cleared his lines
for the latter player to miss a
ground pass with only the goal-
keeper to beat. The bar was
struck by Ip Pak-wa from a corner.

JAPAN AND THE NAVAL BASE

PROTECTING BRITAIN AGAINST A PACIFIC WAR

NOT A MENACE

LIBERALS SAY IT IS OF NO USE

London, Yesterday.
In the House of Commons the Con-
servative contention was made that
Japan was situated as far from Singa-
pore as America was from Britain.
Therefore, the base cannot be a menace
to Japan.

The Liberal argument was that the
Base could only be a protection
against the Japanese, yet, in the event
of an Anglo-Japanese war, no base
would enable our commerce to pass
from the East to the West. There-
fore, the Government would be wise
to drop the project altogether.

The foregoing were the principal
arguments on both sides in a debate
on the Singapore Base. Mr. Amery
argued that whatever degree of dis-
armament was achieved at the forth-
coming conference, the Navy would
still require bases in order to be
mobile and the Empire to remain
geographically as at present.
Mr. A. V. Alexander, replying, dwelt
on the Dominions aspect of the Base,
and said that nothing would be al-
lowed to arise at the Naval Confer-
ence which would deny the rights of the
constituent of the parts of the British
Commonwealth to look after their own
interests and pointed out that all the
Dominions concerned would directly
be represented at the conference. He
regretted that on the eve of Christ-
mas, when all should be praying for
peace and goodwill, they had so many
unnecessary references to warlike sub-
jects.

THE NAVY IN CHINA

At present there are 31 British
naval vessels of all classes in Chinese
waters, as compared with 60 and 67
respectively on February 27 and 28,
declared Mr. A. V. Alexander at ques-
tion time in the House of Commons,
adding that it was anticipated that the
submarine depot ship "Medway" and
four "C" class submarines would leave
for China in February, and two more
"C" class submarines follow later in
the year.—Reuter.

EUROPEAN SUMMONED

Some evidence was taken by Mr.
E. W. Hamilton in the case in
which Mr. E. F. R. Sample was
summoned for negligent driving
in Stubbs Road at 7.50 p.m., on De-
cember 11. Mr. A. E. Clark who
was driving the car which defend-
ant was alleged to have passed at
a blind bend, corroborated the
statement made by Mr. J. W.
Franks at the previous hearing,
after which the case was adjourned
until Tuesday afternoon. Mr.
M. K. Lo appeared for the defence
in place of Mr. P. M. Hodgson.

kick and the re-bound was clear-
ed by Xavier.

At the other end Rocha sent in
a curious curling shot but Pau Ka-
ping succeeded in reaching to turn
behind, the corner being cleared.
Beltrao was playing well in goal
and he was repeatedly tested by
China's inside forwards.

Play Slackens

Play was not so fast now as
both elevens were showing signs
of weakening after such fast
work, all the shots at goal lack-
ing sting and being cleared with-
out much trouble.

Excitement came when Pau Ka-
ping made a full length dive to
save A. V. Gosano's hot drive which
was deflected by Lee Kam-chuen.
A little later Goncalves missed an
open goal with Pau Ka-ping out
of position. In the closing
stages Portugal were a spent
force and were confined to their
own half. The game concluded
without the half time score being
increased.

Result:—

</

'Phone C. 22
FOR
**CLASSIFIED
ADVERTISING**

Twenty-five Words three insertions prepaid \$1. Every additional word four cents for three insertions.
All replies under this heading must be called for.

TO LET.

TO LET—Office (2 Rooms) to be let from 1st January, 1930, in Hong Kong Club (Annex). Apply Secretary, Hong Kong Club.

GODOWNS TO LET—Two Godowns at Praya East, Gloucester Road, about 7,400 and 8,800 ft. each, opposite to Kwong Sang Hong, Ltd. Factory, and one Godown at Whitfield Road, about 4,000 ft. next to Kwong Sang Hong, Ltd. Glass Factory. Please apply to Kwong Sang Hong, Ltd.

FOR SALE

SINO'S is the place where you should select your gifts for your friends. Variety and value that will suit every pocket. 55, Queen's Road Central.

POSITION WANTED.

YOUNG GIRL needs employment as nursery governess to young children; can teach piano and first lessons. Apply Box No. 623, c/o "China Mail."

SITUATIONS WANTED

ENGLISHMAN, 25 years of age, six years' experience in Hong Kong, desires Position. Good knowledge of Bookkeeping, General Office Management, Typewriting, Correspondence & Salesmanship. Speaks Chinese, both Mandarin and Cantonese. Reply Box No. 627, c/o "China Mail."

HOME TUITION.

WESTOVER-STEVENAGE. Within an hour from London. In healthy neighbourhood. SCHOOL for GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:
MISS RUTH CULLEY
(Camb. Higher Local).
Camb. Teachers' Diploma).
MISS GERTRUDE TURNER
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For the best Permanent Finger & Marcel Waves. Hair Cutting and Manicure for Ladies & Gentlemen.
Pedder Bldg., 1st floor, Room 5
Tel. C. 5169.
Opposite entrance H.K. Hotel.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

The undersigned have received instructions to sell by Public Auction.

ON
MONDAY, December 30, 1929,
commencing at 2.30 p.m.
at No. 208, The Peak
(No. 5, Stewart Terrace).

A Quantity of
HOUSEHOLD FURNITURE.
On View from Sunday, Decem-
ber 29, 1929.

Terms—Cash on Delivery.
LAMMERT BROS.
Auctioneers.
Hong Kong, Dec. 24, 1929.

**NOTICE
TO SHIPOWNERS,
MASTERS & AGENTS.**

The Yuen Wo Seamen's Institute always has men available to ship at short notice. Our men are employed by the shipping companies. We guarantee satisfaction.

NOTICES.**BANK HOLIDAYS.**

IN Accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on WEDNESDAY and THURSDAY, 25th and 26th of December (Christmas Holidays).
Hong Kong, 20th Dec., 1929.

'ST. GEORGE'S BALL
8th January, 1930.

MEMBERS are requested to send in their applications for Tickets to the Ball as soon as possible to Mr. S. T. BUTLIN, Hon. Secretary, c/o Linstead & Davis.

**HUNTLEY & PALMER'S
BISCUITS.**

BY mutual consent, we cease to represent Messrs. Huntley & Palmers after December 31st, 1929.

Nestle & Anglo-Swiss Condensed Milk Co., Hong Kong and South China Branches.

**HUNTLEY & PALMER'S
BISCUITS.**

WE hereby give notice that, by mutual consent, Messrs. Nestle & Anglo-Swiss Condensed Milk Co., Hong Kong and South China Branches, will no longer represent us after the 31st December, 1929.

Huntley & Palmers, Ltd., Reading & London.

**HUNTLEY & PALMER'S
BISCUITS.**

WE hereby give notice that we have appointed Messrs. Dodwell & Co. to represent us from the 1st January, 1930, in Hong Kong, Swatow, Amoy, Foochow and South China.

Huntley & Palmers, Ltd., Reading and London.

**HUNTLEY & PALMER'S
BISCUITS.**

WE have pleasure in announcing that we have been appointed, as from January 1st, 1930.

Sole Representatives of
Messrs. Huntley & Palmers, Ltd., Reading & London.

for Hong Kong, Swatow, Amoy, Foochow and South China.

Orders will be accepted by us at Manufacturers' prices and discounts.

DODWELL & CO., LTD., Canton and Foochow.

RADIO PARTS.

We have just unpacked the following:

British H.T. Batteries (Ever-ready) 105 volts.

5 Volts Grid Batteries.

60 Volts Popular H. T. Batteries.

R. I. Wire Wound Resistances (all values).

Valve Holders (several British Makes).

Igranite Q.M.B. Switches.

Igranite H. F. Chokes.

Cosor Transformers.

Hypermu Transformers.

Magnafilters (for cutting out interferences).

Hydra Fixed Condensers (tested 500 & 1,000 Volts).

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We have also many other parts on the way and arriving soon, including Electric Gramophone motors and Aluminium Panels.

Enquiries from:—
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ZIESS and BUSCH FIELD GLASSES. Price Moderate.

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**MORE BRILLIANCE
FOR SHANGHAI****A NEW ELECTRICAL SIGN TO BE
INSTALLED****"TRANSMUTOGRAPH"**

Amongst the "signs of the times" which make this city so gay when darkness comes, the most noticeable are the electrical devices which rapidly make Shanghai "more like London every day" (and night) not forgetting New York and the other great capitals and cities of the world.

Now we are to have other novelties of this kind and one in particular which is the invention of an English electrical engineer and has recently been installed in two or three prominent positions in the West End of London with great success. The name of the installation is the "Transmutograph" and it will be located on the roof of the Bubbling Well Apartments at the intersection of Bubbling Well and Seymour Roads.

News or Advertisement The Transmutograph is a device for flashing out in brilliant letters a message, advertisement, or "slogan" which remains sufficiently long to be easily read and then entirely disappears to give place to another message. A succession of from 20 to 30 different messages are given out when the whole series are repeated.

These announcements are generally advertisements for well-known goods, amusements, etc. interspersed with news items of general interest to the public. The most novel feature of this sign in addition to its brilliancy, and because of it, is that it can be seen by day as well as by night. In fact its inventor claims that a message can be read from a distance of a quarter of a mile even in bright sunlight. Accordingly the Transmutograph is described by press reports from home as "A device for visually broadcasting advertisements and news by day and by night and in the opinion of national advertising experts its advent creates an entire revolution in the world outdoor electric publicity."

A Technical Description A description of the Transmutograph will be of interest to electrical engineers as well as to those interested in modern methods of advertising.

It is constructed of a number of units known as "monograms." Each monogram is composed of a group of luminous elements so arranged that by the energization in various combinations a letter or figure can be displayed thereon with remarkable brilliancy, even in the direct rays of the sun. At the back of the monogram the controlling device is situated. This comprises a revolving drum capable of carrying a number of "templates," each of which controls the illumination of the group of luminous elements necessary to display the letter or figure which it represents. Therefore, on a group of monograms any required number of announcements can be displayed in sequence by the insertion of the necessary templates into the drums connected with the monograms. The templates, which each represent a letter or figure, are so constructed that they can be instantaneously inserted in their respective position in the drums. Therefore, any announcement can be immediately displayed and changed at will. By the appropriate control, the interval at which announcements appear can be varied as desired, or can be permanently displayed.

Advantage of Repetition The local installation is one of the largest of its kind, being 45 feet in length by 12 feet in depth and having three rows of letters, each two feet deep. It is proposed to set it working from 11.45 a.m. to midnight. This means that each announcement or advertisement will appear about 144 times each day or 4,320 times each month.

CROWDED COMMONS**Sir D. Maclean And All-Night Sittings**

At Wadebridge (Cornwall). Sir Donald Maclean, referring to the all-night sitting of the House of Commons, strongly criticised this method of dealing through legislation.

"I have had very large experience of all-night sittings," he said, "and have never known sound legislation to emerge from any one of them." "It was becoming more and more evident that the House of Commons was overburdened with work. The Government was already, and the House of Commons shortly would be, in a most difficult position."

Sir Donald added that Sir George was the most interesting participant in the new and interesting method of dealing with legislation.

Mr. Maclean and Sir George would doubtless modify their views on the subject if they were to see the Transmutograph in operation.

**VON TIRPITZ FINDS
MEANS TO PEACE****END OF BLOCKADE RESULTS
IN FREEDOM OF SEAS****DEFENDS SUBMARINE**

The abolition of the right of blockade would automatically result in the freedom of the seas and would make navies superfluous, in the opinion of Grand Admiral Alfred von Tirpitz, who, nevertheless, believes the successful consummation of an accord on the question of naval armaments involving a substitution of cruisers for ships of line, as now striven for between Great Britain and the United States, would involve an implied assumption that the right of blockade will remain in force, states the "New York Times" Berlin correspondent.

Discussing, with his customary frankness, the Anglo-American naval conversations in Muenchener Neueste Nachrichten, the founder of Germany's pre-war navy questions whether England will consent to abandon her most powerful weapon. In the event of both countries agreeing to renounce the principle of the blockade, it would be well to remember, he says, that when the control and limitation of blockading rights were under discussion in connection with the drafting of the London declaration, the English Admirals declared they would disregard them in case of war.

Criticizes British Policy Concerning the genesis of the Anglo-American parleys and Mr. MacDonald's recent visit to Washington, Admiral von Tirpitz says:

"There never would have been a World War had England, in the course of its preparation and on the eve of its outbreak, observed an attitude of reserve. An understanding with Germany in the days preceding that period would easily have been reached, although she would have had to abandon her purpose—the economic overthrow of Germany. Would that have been a disadvantage to England?"

"England succeeded in ridding herself of an economic competitor in the same manner in which she once disposed of Spain, with her policy of colonial expansion; of Holland, with her world-wide commerce, and of France's aspirations for world power. Let her judge for herself whether it would not have been more advantageous to her to keep peace with Germany in 1914."

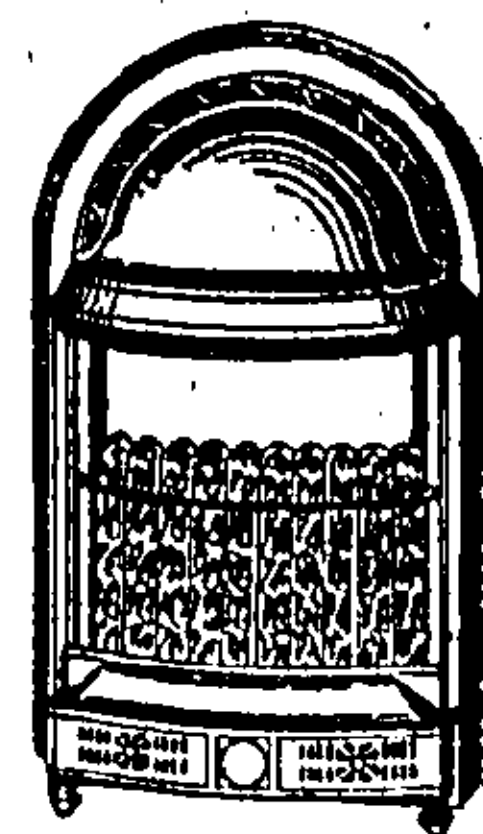
"In place of Germany, England has now set up a competitor who, according to all the prospects, will soon be her superior in military and economic strength—much more so than Germany would ever have become. And this competitor she helped to create at a time when her own dominions—without regard for the mother country—had set out to obtain a greater measure of freedom themselves and when the Continent of Europe, which up to then had been Britain's principal political base, took on a new orientation under the hegemony of France."

Approves Labour Policy Despite all this, Mr. MacDonald's trip to Washington was a right step, says Admiral von Tirpitz, giving the English Premier credit for having correctly read the lessons of the World War, for, he says, the attempt to establish "Rule Britannia" for the twentieth century has definitely foundered.

Greater difficulties than those involved in arriving at an Anglo-American accord are suggested by the negotiations of the forthcoming five-power conference. In the opinion of the Grand Admiral, who sees a wide divergence in the interests of the smaller nations, as compared with those of the big naval powers. The point of conflict, he believes, is to be looked for in the problem of submarines, whose abolition, as proposed by the Anglo-Saxon powers, does not conform to the ideas of the Continental powers. He does not support the charge that the operation of submarines involves unnecessary atrocities and he demands to know why a nation confronted with annihilation should permit itself to be deprived of that weapon because of some written agreement.

A political rapprochement of the Anglo-Saxon powers suggests itself to Admiral von Tirpitz as transcending in importance any accord involving naval or military problems. In that it is quite conceivable such an accord would lead to an arbitral tribunal. Yet he continues to be an inveterate pessimist on the question of the permanent abolition of war, particularly one between nations of the Atlantic and speech. "It is a beautiful and sympathetic thought, but it is not borne out by a thousand years of human history," he comments.

"Technical progress will also methods of warfare and the end of wars is hardly within sight."

WARMTH ON TAP—FOR \$5.00

We are now fixing
GAS FIRES at a NEW LOW
SCHEDULE RATE OF \$5.00 ONLY
(In houses already connected to our mains).
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SEND YOUR ORDER TO-DAY.

USE THIS SPACE (cut out and hand in or post to any of our addresses).

PLEASE FIX A GAS FIRE ON ABOVE TERMS.

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Central Showroom — Ice House Street.
Telephone Central 47



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in his latest comedy

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MAJESTIC

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ACCESSORIES.**

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The realistic Method is altogether new—a new way of winding the hair, from the ends toward the scalp—a new wave—softer, smoother and more natural.
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Succesor to
the late SIEN YING,
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Again you are confronted with Gift Problems. Every Stamp Collector has a Special Corner in his heart for Gifts in the Stamp Line—Gifts that last (and incidentally increase in value) and nothing else is more appropriate or appreciative, whether the amount is a Small One or a Large One, something in the Stamp Line will be found quite suitable. We have a large variety of Stamp Albums, Photo Albums, Collectors' Line, ranging from \$1 to \$500 per collection and pack.

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Dealers in Foreign Stamps, Ballpoint Pens, Garden Hoses, Toys, etc.
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ARREST
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Call Attention!
BY USING
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THE MOST EFFECTIVE AND
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KNOWN

NEON is the latest and most artistic form of electrical advertising and illumination. This distinctive light first attracts attention before even reading the actual sign.

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PASSAGE RATES.

BRINDISI, VENICE & TRIESTE... \$75.0.0.
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M.V. "REMO" Sails on or about 2nd January.

HOMEWARD FOR TRIESTE, VENICE AND BRINDISI.

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M.V. "HIMALAYA" Sails on about the 26th December.
M.V. "VIMINALE" Sails hence on or about 2nd Jan.
M.V. "HILDA" Sails on or about 25th January.
M.V. "REMO" Sails on or about 4th February.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO SOUTH AFRICAN PORTS.

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Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.

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DODWELL & CO., LTD., Agents.
Telephone Central 1030.

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REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING FROM \$83 TO \$120 ON SALE

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TENYO MARU Thursday, 23rd January.
SEATTLE, VICTORIA via Shanghai & Japan Ports.
MISHIMA MARU Tuesday, 14th January.
IYO MARU Tuesday, 28th January.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via
Singapore, Penang, Colombo, Suez.
SUWA MARU Saturday, 28th December.
FUSHIMI MARU Saturday, 11th January.
SYDNEY & MELBOURNE via Manila & Ports.
AKI MARU Wednesday, 22nd January.
BOMBAY via Singapore, Penang, & Colombo.
TOTTORI MARU Friday, 27th December.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
KANAKURA MARU Thursday, 2nd January.
NEW YORK, BOSTON via Panama.
TATSUNO MARU Tuesday, 14th January.
LIVERPOOL via Port Said, Constantinople, Genoa.
DUREAN MARU Friday, 10th January.
CALCUTTA via Singapore, Penang & Rangoon.
AKITA MARU Sunday, 29th December.
SHANGHAI, KOBE & YOKOHAMA.
BENGAL MARU Friday, 27th December.
† Cargo only.

Reduced 1st Class Excursion Rates quoted between Manila and Australia.
For further information apply to—**NIPPON YUSEN KAISHA**
Tel. Central No. 292, 3897 and 3821. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore
Colombo, Suez and Port Said.
ALTAI MARU Wednesday, 8th January.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,
Colombo, Durban & Cape Town.
BOMBAY—Via Singapore & Colombo.
MEIGEN MARU Friday, 8th January.
(Calls at Penang & Karachi).
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.
MEXICO MARU Thursday, 2nd January.
CALCUTTA—Via Singapore, Penang & Rangoon.
TACOMA MARU Thursday, 2nd January.
(Calls at Belawan & Deli).
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from
Shanghai.
ALABAMA MARU (From Shanghai) Friday, 27th December.
MELBOURNE—Via Manila, Brisbane & Sydney.
BURMA MARU Saturday, 4th January.
HAIPHONG—Via Hanoi & Pakhoi.
NEW YORK—Via Japan ports, San Francisco & Panama.
HAWAII MARU Wednesday, 8th January.
JAPAN PORTS.
HONOLULU MARU Sunday, 29th December.
KEELUNG—Via Swatow & Amoy.
HOZAN MARU Sunday, 29th Dec. Noon.
TAKAO—Via SWATOW & AMOY.
TAKAO & KEELUNG.
SOURABAYA MARU Tuesday, 7th January.
For further particulars please apply to—**OSAKA SHOSHEN KAISHA**
Tel. Central No. 4088, 4089, 4090. M. TAKEUCHI, Manager.



SHIPPING SECTION.

SAFETY IN SHIP CONSTRUCTION

THE RESPONSIBILITY OF THE NAVAL ARCHITECT

U.S. VIEW

BENEFITS NOT BURDENS

What the International Conference on the Safety of Life at Sea did and what is left undone formed the basis of an address by Rear Admiral J. C. Tawressey, C.C. U.S. Navy (retired), before the Society of Naval Architects and Marine Engineers, New York, the other day.

Rear Admiral Tawressey, who was one of the United States delegates attending the Conference held in London, is of the opinion that the Conference took a reasonable course. There was no striving for an unsinkable ship, no attempt to place on ships some gadget, or supposed safety device, to provide against every cause of danger that can be imagined. The dangers considered were real ones that have caused loss of life and loss of ships, and that threaten to do so again.

"We rejoice," said Rear Admiral Tawressey, "in the great gain in safety already accomplished and in the decrease, from decade to decade, in the toll of life taken by the sea. That is eloquent evidence as to improvements in safety of construction measures, means for avoiding collisions, rocks and shoals. But what does it show as to safety to be secured by ship construction, and by vessels and their handling arrangements? If there has been no casualty to a vessel, its construction has not been put to test."

"The increased safety to be obtained by improved construction of the ship, safety of construction, is a thing apart from safety of navigation, and it should not be hidden in any general average of loss. It is reassuring to a passenger to be told how great his chance of safety is, provided we do not have to add 'except in case of a collision.' It is just as necessary for real increase in safety to obtain the highest practicable safety from the character of the ship construction as from aids to navigation."

"The loss of the ship and of life comes when safety of navigation has failed. Therefore, safety of construction must be adequate and dependable, not merely within some limit of cost, or convenience, or previous practice, but adequate to the greatest hazard as we can best assess it, for the size and type of vessel, the number of passengers and crew allowed on board, the character of the voyage, and the locality. Otherwise what meaning attaches to a safety certificate?"

"The same is true of the boat equipment and its availability. It is not required until safety of navigation has failed, or is about to fail, on our own ship, or on another. When this has occurred, the boat equipment—boats, rafts, and buoyant apparatus—provides the last hope of safety. It must be fully adequate on all voyages, in order to be available and dependable when needed in time of disaster."

SUBDIVISION

"The means of providing safety by the character of the ship design and construction refers mainly to the subdivision and to omitting openings and by effective means for closing such openings as are retained. Safety of construction and sufficient and suitable subdivisions are practically synonymous terms. Where the 1914 convention reads, 'The degree of safety provided,' the new convention reads, 'The degree of subdivision provided.' Every increase in proper subdivision brings an increase in safety, and adds to the margin of safety. The added safety does not come in steps as we pass from one compartment to two compartment ships, and to three compartment ships, but safety increases continuously as the factor of subdivision increases."

"Limiting the size of compartments was, perhaps, the most difficult part of all the work of the conference. The margin line of the previous Convention—3 inches below the bulkhead deck at side—was adopted as an index line from which to start our estimates. It was not adopted as a line of safety; it gives no margin of safety. It is more a danger line than a line of safety."

"The American data on permeability indicated that the figures heretofore used for machinery spaces are too low for ships using oil fuel and for turbine and electric drive ships, also for motorships. That was in general agreement with the experience of some other countries. The new convention increases the permeability to be used for machinery spaces but does not establish any other classes than 'steamers' and 'motorships.' No change was made in the permeability percentage used for cargo spaces."

"Further observation and study of permeability is necessary. Safety requires the use of a permeability percentage, not just equal to that of the average cargo, but one that allows for the more unfavorable, if not the most unfavorable cargo frequently encountered in the trade in which the ship is engaged."

"The greatest objection raised against the report of the previous Conference was that its lowest standard, 'B,' required more subdivision than is economically practicable for the mixed type of vessel carrying both passengers and cargo. The new Convention makes a very great concession to that view; whether too great a concession, the next five or ten years will show. Certainly it is that many of these ships will survive but, a great time less than half an hour, if damaged on a bulkhead so as to open two compartments to the sea. Safety of life on these vessels, with less subdivision, can be made up only by keeping the number of passengers carried quite small; so that there may be some chance to embark them in the boats very quickly when the vessel is in danger."

STABILITY

"If the vessel lists so as to bring an opening under an open airlock, or an unguarded discharge outlet, below the water line, in comes the sea. Flooding from the such cause increases the listing and produces more flooding at an ever-increasing rate. Safety demands that such a chain of circumstances shall not occur. A measure of safety is provided by means of bringing a listing vessel quickly back to an upright position. Dependence is on sufficient initial stability, and sufficient range of stability, to keep the list due to usual causes, of frequent occurrence, moderate, so that openings are not brought below the water line and progressive flooding and listing is not set up. Sufficient margin of stability is necessary to allow time to take corrective measures in case the vessel lists from damage, or from flooding due to other causes. The vessel must retain sufficient stability to prevent sudden capsizing in case of damage, and to prevent taking a heavy list that puts more openings under water and hinders handling the boats and the putting into effect of measures to save the ship."

"The Conference was not ready to establish standards of stability, but did go beyond the former conference in recognising the importance of an ample margin of stability. Our naval architects can solve the question; they can design ships that can be loaded with the cargo obtainable and that need not carry fixed ballast that pays no freight. There is an obligation on our profession, independent of any law and regulation, to so design ships that it is possible for the master and the shore staff to load them, even with unusual cargoes, and still retain sufficient margin of stability."

"It is urgent that naval architects should find some simple form on which data on stability and data on reserve buoyancy may be entered, individually for each ship, to be furnished to the master and officers for their use in handling the vessel. Naval architects must co-operate with the Government office that will have charge of buoyancy and stability regulation and studies and also co-operate with owners and shipmasters, to develop the best form for this all-important information. Such data as have been furnished previously, consisting largely of prints of curves and calculations, have not proved effective for the purpose. Data that have been put aside, sometimes not even furnished to the vessel, as too theoretical for a practical seaman to use. Little if any use of the information that has been furnished has been made by the master or the shore staff in loading vessels."

"I have no purpose to underrate the ability of an experienced master, and experienced stevedores, to judge the loading with considerable accuracy, especially when handling the same vessel, the same cargo, and with similar cargo. The usable simple data to be furnished for each ship, some prefer to call it 'Loading Instructions' rather than 'Buoyancy and Stability Data,' will not confirm the practical judgment when that judgment is correct, but will warn the danger signal when it is in error."

"The form that may appear the best for furnishing stability information must, of course, be approved and issued by the Government office charged with the administration of the subject. To be of service, it must be understood by all masters and by other officers of the vessel. It will be a public service and will prove a benefit to everyone who travels by sea, and to everyone connected with shipping. If the Department of Commerce will issue free instructions on stability and the use of the forms that it may approve."

"The subject is not too difficult for competent sea-going officers, and even though it were many times more difficult, some way would have to be found to make it simple enough for them to understand. The ship may be saved or lost, and many lives with her, by the master's correct action and judgment in the first half-hour after a serious damage, to maintain some margin of stability and buoyancy. His proficiency in other duties counts for little as against this paramount duty in time of such an emergency."

"The standards and requirements of the Convention are minimums and are not intended to violate the principle that 'Ships shall be as efficiently subdivided as is possible having regard to the nature of the service for which they are intended,' nor to encourage a less amount of subdivision than the service for any particular trade permits, and the hazards demand."

"Radio is sight, speech, and hearing a vessel at sea. Just as there were crews in the past and there are when damaged ships remain afloat at least for some hours, long enough to embark the passengers in the boats, so now, safety demands that she shall remain afloat 12 hours, or more, or more, vessels summoned by radio from hundreds of miles distant, if nearer vessels answers, may arrive and, if possible, have a period of daylight in which to effect the rescue. Every six hours gained in the time that a vessel can be kept afloat is a most material gain in safety, and this emphasizes the need for subdivision adequate to give this greater time even in case of the most severe damage."

"The provision of the former Convention for entering on the safety certificate a notation when the watertight subdivision of a ship is such as to provide for a degree of safety greater than that provided by the rules, has not been retained in the new Convention. The author of that provision had great hopes as to the benefit to come from it. If this cannot be accomplished voluntarily as intended by the previous Convention, then another conference will be faced with fixing varying standards for different services; that is to say, will be faced with the necessity of providing for more than one class of safety certificate."

"Problems for Naval Architects. The work immediately before designers and builders is to develop the best methods for applying the Convention rules, and principles, and to devise means for still greater subdivision, for certain classes of vessels without unduly hampering operation, without making safety too costly, or without adding anything to cost for which there is not an adequate return."

Our engineers for enterprises on shore are doing that; naval architects can do as much and can give their clients now, and in the years immediately before us, greater safety at little if any cost.

"There is no question but that the Convention, when ratified, will tend to produce better and safer ships for the overseas trade, and that there will be a beneficial influence on all classes of ships carrying passengers, and on cargo vessels as well. The changes are very moderate and do not introduce any new principles, but tend toward a more effective application of known principles. The Convention is therefore in the nature of benefits and not burdens. Nearly all the requirements look to securing greater safety for the ship."

"Our naval architects have a further duty on them, which is to lead and co-operate in the studies recommended by the conference; also to develop the greatest safety, so far as it depends on design and construction, that is practicable for the various trades. This is not only for our own use, but also in order that the information may be circulated, so that other countries may have our experience and be ready for more advanced standards by the show that stability regulations are practicable and useful, that better subdivision can be had without economic disadvantage, and to win other countries to these views, which must be made accomplished facts in the future."

"That is the spirit in which we face the fact that not all measures to which we attached importance are to be found in the Convention, and that not all our wishes have been satisfied. But so much has been accomplished that, in my opinion, our country should ratify the Convention promptly and should co-operate with other countries in securing increased safety. The sea is the highway of nations, and far more can be accomplished by international co-operation than by one or a few countries acting independently."

"STELLA POLLARIS"

Winter Cruise In The China Sea

At present on an all winter cruise on the China Sea, the motor yacht "Stella Pollaris" arrived in port on Tuesday and tied up at the Kowloon wharf.

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Her cruise, which extends to the East Indies, include calls at the following places of interest to tourists: the French Riviera, Italy, Malta, Egypt, Arabia, Ceylon, India, Burma, Malaya, Sumatra, Java, the Celebes, Malacca and Banda Islands, the Philippines, Hong Kong, Cebu, China and Siam—the cruise covering a total of 23,000 miles on an "all sunshine" route to the Orient.

There is no special arrangement for excursions for passengers whilst the vessel is in Hong Kong, but trips will be made to the Peak, round the island, and round the New Territories, whilst a visit to Canton is also possible.

Among the passengers are several distinguished Norwegians and Mr. E. Phillips Oppenheim, the novelist.

MOVEMENTS OF STEAMERS

The C.P.S. R.M.S. "Empress of Canada" arrived at Kobe on December 23 (Mon.) at 1 p.m., left Kobe on December 24 (Tues.) at 5.30 a.m., and was due at Shanghai on December 25 (Thurs.) at 8 a.m. She leaves Shanghai on December 27 (Fri.) at 5.30 a.m.

The C.P.S. R.M.S. "Empress of Asia" arrived at Kobe on December 24 (Tuesday) at 9 a.m. left Kobe on December 24 (Tuesday) at 4 p.m. was due at Yokohama on December 25 (Wednesday) at Noon and leaves Yokohama on December 26 (Thursday) at 3 p.m.

The B.I. s.s. "Takada" left Singapore for this port on December 21, p.m., and is due here on December 23, a.m.

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Hong Kong, Thursday, Dec. 26, 1929.

"TOLERATION"

Not yet shall the spirit of
Christmas recede into the niches
of memory. With all but the
public utilities at work—including
the Press—business cares
and worries can wait for the
morning. It has to be remembered
that Christmas, though cele-
brated universally on December
25, is not a festival of one day—
its message of peace and good-
will, if truly inculcated, ought
to mould our thoughts and
actions on each of the other 364
days of the year.

Christmas, of all the festivals
which have been rendered sacro-
sanct to civilisation by religious
observance, makes the most
direct appeal to a humanity
that is wont to regard mankind
collectively as "the herd of a
higher race." This, indeed, he
must prove himself to be if he
holds the fond belief that "some-
how good will be the final goal
of all" and that "nothing walks
with sinless feet." Just as all
sorrow and suffering, the neces-
sity of which in the Divine
scheme of things many are some-
times prone to question, belong
to the great mysteries of our
earthly existence, so, too, the
vexed problem of the good which
is often the outcome of events in
themselves inherently evil, re-
mains a stumbling block to the
faith of many who are account-
ed among the wisest of mankind.

Whilst some may seek to un-
ravel the mysteries of life and
others may connect them with
something far beyond their ken
—and leave them at that—no
celebration of Christmas can be
complete unless it leaves its
impress deep in the hearts of all
men. And one of the greatest

messages is toleration — tolera-
tion with the beliefs and creeds of
others, toleration with the short-
comings and weaknesses of
others, toleration of all that
comes not within the individual
"confession of faith." With the
spirit of toleration to our fellows
permeating everything else the
British Empire and the British
Colony of Hong Kong can be
made brighter and better for all
who live therein.

NEWS IN BRIEF

Mr. T. S. W. West has been ap-
pointed foreman of the yard, con-
structive department, Hong Kong
Naval Yard.

A report has been made to the
Police alleging that a Chinese ser-
vant in the employment of Dr. S. F.
Li, 2, Tramway Path, Hong Kong,
has absconded with clothing to the
total value of \$310.

Unable to give a satisfactory
explanation of the possession of 20
catties of wood, a Chinese, of no
fixed employment, was at the Kow-
loon Magistracy to-day sentenced
to three months' hard labour.

Among the passengers on the
"Empress of Canada," due in the
Colony on Sunday morning, are the
Misses L. and M. Galt, daughters
of Sir Alexander Galt of Victoria,
and Mr. and Mrs. J. W. Roger who
are en route to Calcutta.

The efforts of the members of
the Ex-Active Service Men's As-
sociation and the Hong Kong
Branch of the British Legion on
behalf of St. Dunstan's resulted
in a sum of £32 being remitted to
that Institution on Christmas Eve.

Mr. Wong Ying-fai, residing at
60, Connaught Road West, suffered
a heavy loss on Monday, when he
found that an envelope containing
\$3,700 in Hong Kong notes had
fallen out of his coat pocket. He
was walking near the Central Mar-
ket at the time he discovered the
loss.

Mr. Summerhayes, residing at
the Station Hotel, Kowloon, has
reported that he left his wallet coat
on the stand in the hall at 8 p.m.
on Monday and when he went for
it again shortly after nine o'clock
the following morning he found
that someone had extracted a sum
of \$80 in local currency, as well as
three cheques for the total value
of \$64.70.

At the Kowloon Magistracy Mr.
T. S. Whyte-Smith heard a case in
which the interesting point was
raised as to whether a roast pork
dealer was entitled to sell pig
entrails. The case was against
three Chinese, defended by Mr.
J. M. Hall, who were charged with
selling fresh pork. After some
argument, the Magistrate adjourned
the case, sine die.

Government passengers leaving
for Home on the P. & O. "Rajputana" on January 4 include
Mr. H. R. Phillips (Audit Dept.),
Mr. E. J. Edwards (Education),
Mr. R. R. Todd (S.A.), Mr. E. F.
Fletcher (P.W.D.), Mr. J. W.
Hudson and Mr. W. H. H. H.
Dedear and family (Prison).
Mr. A. E. Carey, Mr. A. W. Hynes
and Mr. John Lyons (Police).

FLYING CLUB PROGRESS

RECORD OF NATIONAL FLYING
SERVICES

GROWING ENTHUSIASM

Remarkable evidence of the grow-
ing enthusiasm for flying as a sport
is given by some figures just issued
by National Flying Services cover-
ing the first few months working of
the National Flying Services Clubs.

Since the Hanworth Club opened
on August 31 there has been a con-
tinuous influx of new members.
The Club now has over 600 mem-
bers, and 145 have already been
taken up for instruction. Out of
these, 53 have been trained to the
point of flying "solo," of whom 35
have secured their "A" licences as
private pilots.

The oncoming of Winter has done
nothing to damp the ardour of the
members to get into the air. The
flying carried out in the course of
the past eleven weeks amounts to
1,446 hours, a total surpassing that
of many an Air Force Squadron, and
far exceeding the record of any
other flying club.

An equal keenness for flying is
shown at flying centres all over the
country. The Hull Aero Club, which
was started by National Flying
Services on October 11, succeeded
in flying a total of 87 hours during
its first month, despite interrup-
tions caused by bad weather. The
Nottingham Club which is
working with one machine lent to it
by N.F.S., flew 58 hours in Septem-
ber and 45 hours in October. With
its excellent new aerodrome at
Tollerton, provided by the Notting-
ham Corporation, it is one of the
most flourishing infants in the fly-
ing club world.

At Reading, the Berks, Bucks and
Oxon Aeroplane Club started
active flying with one machine on
September 23, and proceeded to dis-
play its vitality by flying 81 hours
up to the end of October, and
adding another 30 hours by
November 12. Much of this flying
was done with a machine belonging
to Hanworth which was flown to
Reading and back every day.

Finally, the Yorkshire Aeroplane
Club, which joined forces with
National Flying Services on Octo-
ber 15, flew 49 hours up to the end
of the month and raised its
score to approximately 80 hours by
November 15.

The National Flying Services
fleet has now completed 2,250 hours
of flying—for the most part in-
structional flying—without the
slightest injury being suffered by
any pupil. 25 aircraft carrying the
emblem of National Flying Ser-
vices, Ltd., are now in commission,
and this number will be substantially
increased as deliveries are made
of the Desoutter three-seater
"Sports Coupe," and the Blackburn
"Bluebird" machines. The first of
the Desoutters are now being de-
livered, and will be demonstrated
at Hanworth.

WHERE MARRIAGE IS HIDEOUS

CANTON A TOPSY-TURVY LAND

CHINA has been more than once
alluded to as "Topsy-Turvy
Land," but one little country place
of that vast republic lying not
many miles distant from the city
of Canton is, to the Chinese mind,
the world-upside down.

Its womenfolk look upon mar-
riage as a hideous custom and vast
numbers refuse flatly to live with
their husbands after marrying.
Hundreds upon hundreds of
maidens chose females for
"spouses," and many live with these
"life companions" until death
breaks up the relationship.

A peculiar economic condition
has given rise to this distorted
notion that to go through life tied
down to a home and family is all
wrong. For these are the women
of the country of Sunkat, the great
mulberry-producing belt of the
Kwangtung province, where most of
the silk filatures of the south-land
are to be found.

Why Forfeit Independence?

Unreeling silk from the cocoon is
essentially a woman's job; and the
Sunkat women have a monopoly
of the industry. They make good
money, and hence need not be de-
pendent upon a soul for their sup-
port. In fact, most of them not only
earn a wage that enables them to
live well themselves, but makes it
possible for them to be the main
support of their parents.

Why should they bow to the over-
lordship of a mother-in-law as,
under Chinese custom, a married
woman must, they argue? Why
should they assume the great re-
sponsibilities of motherhood? Why
should one forfeit her inde-
pendence, give up a "career," be a
drudge for a mere man, adding to
his happiness, while she herself
must pine away, and live a life of
sorrow and misery.

An average wage of 80 cents a
day has decided the issue against
the marriage relationship. This
state of mind has given rise to the
practice of women finding each an-
other of her sex similarly-minded,
and entering into compacts where-

by they pair off, living with the
chosen ones as life companions.

Driven to Marriage

The majority, driven to it by
their parents, do go through the
marriage ceremony; but it often
happens that a wife passes through
life from marriage to the grave
without having stepped inside the
door of her husband's house except
on the wedding day.

Some, out of their earnings, make
a settlement with the spouse, so
that he can afford to acquire a
concubine. If the man concerned
has plenty of money of his own,
however, he will not expect such an
arrangement to be made.

Throughout Sunkat are club-
houses, or apartment houses, in
which live a number of these mated
female couples. But oftentimes
they build their own separate
abode.

In China, the son is the apple of
his father's eye, and of his mother's
eye too, for that matter. Daugh-
ters by many, especially in former
days when the act was not punish-
ed, as it may be now, as a criminal
offence, were left by the roadside
to die.

Daughter Preferred

In Sunkat, it is the other way
around; daughters, if anything, are
preferred to sons. And in no part
of China are so many "mui tai"
girl attendants purchased as in this
prosperous region.

About the first of this year, by
mandate, the provincial government
attempted to wipe out the life
companionism system. Other trials
have been made of changing age-
old customs too, but they have
been no more successful than has
been the attempt to alter the way
of living which these country peo-
ple have seen fit to adopt.

Until the Sunkat women change
their way of thinking they will
openly, or if driven to it, in secret,
carry on the same practice, law or
no law, mandate or no mandate.
They will not give up 80 cents a
day for any individual of the opposite
sex, no matter what may be said or
done.

TEN YEARS AGO

[From the "China Mail"
December 26, 1919.]

There was plenty of the festive
spirit in evidence in Hong Kong
during Christmas. Many of the
vessels in the harbour sported the
usual shrub at the mast head and
dressed ship. Christmas Eve in
town was a scene of animation the
rush of Christmas shoppers filling
the streets. All the hotels held
dinner dances. The Misses Woods
provided attractive entertainments
at the Hong Kong Hotel.

MEN, WOMEN, AND AFFAIRS

An Envious Order: A Gallipoli General: Requests to Art: "Bunthorne's Bride." Dr. Curtius:
France Honours Einstein

V.C. Generals

IN all that has been written and
said during the past few days
on the subject of the V.C.'s, it is
curious that no one has drawn at-
tention to the names of two hold-
ers of "this most enviable Order"
both of whom won their decorations
as temporary brigadier-generals—
Brigadier-General W. G.
Grogan and Major-General Clifford
Coffin.

Obviously the occasions upon
which a general officer is in a
position to display that "conspic-
uous bravery" for which the Vic-
toria Cross is awarded are few-
er than those which offer to the
regimental officer, non-commissioned
officer, or man, for the duties
which he is called upon to per-
form make it impossible for him
to be so constantly in personal
contact with the enemy.

Both these distinguished officers
won their V.C. in similar circum-
stances—General Grogan in 1917
and Colonel Coffin in 1918. Both
were serving at the time in the
8th Division, and both displayed
an utter disregard of personal
danger in reorganising and cheer-
ing an unprotected front line,
under withering enemy fire.

General Monash at Gallipoli

SIR John Monash, who recently be-
came a full General, is a good-
looking Australian of rather grim
appearance, who is, however, not
quite so formidable as he looks. His
chief hobby is cricket, and though
at 44, he does not play much, he
regularly watches the game, and is
a regular attendant at Test matches.
Recently he made a "wild confes-
sion" of one of his experiences at

Gallipoli. At the evacuation, strict
orders had been given that not a
single scrap of paper should be left
behind likely to give information to
the Turks.

The General had marched for a
mile and a half towards the beach,
when he found that he had left his
despatch cases, with many vital docu-
ments, in his dug-out. He decided
not to admit his mistake, but to go
back for them, alone. He retrieved
them safely.

"But during that dash," Sir John
said, "there was not a single soul
between myself and the Turkish
army."

Tate Gallery Windfalls

THE practical support of art by the
general public was strikingly
shown by the National Art Collec-
tions Fund's recent announcement
that its membership had reached
10,000.

Now it appears that individual
members of the public also are ex-
tending help in a very practical form.
On one day recently the National
Gallery at Millbank received two
different bequests totalling £50,000.
A double windfall on this scale is
far beyond the rosiest dreams of
most directors of British public gal-
leries.

"Aesthetic Opera"

"PATIENCE," now revived in Lon-
don for the sixth time since its
original production at the Opera
Comique in 1881, has, like nearly all
Gilbert and Sullivan operas, an al-
ternative title—"Bunthorne's Bride."
But there was a curious minor
alteration in its title.
Originally, the piece was labelled
"an aesthetic opera." But Gilbert,
who did not hesitate to say vitriolic
things about other people but was
himself keenly sensitive to ridicule,
saw the risk of its being unkindly
described as "aesthetic" opera.
So he dropped the first word, and
"Patience" is now, officially, "aeth-
etic opera" only.

Oscar Wilde was let off fairly
easily as "Bunthorne." But in a con-

temporary piece called "The Colonel"
by P. C. Burnand (then editor of
"Punch"), produced at the Prince of
Wales's in February, 1881, the lead-
er of the aesthetic movement was:
very cruelly satirised as a certain
Lambert Strether.

The original Patience, by the way:
—Miss Leonora Braham—is still liv-
ing.

The German Foreign Minister

THE appointment of Dr. Curtius as
German Foreign Minister in suc-
cession to Dr. Stresemann was a
foregone conclusion long before the
latter's death.

President Hindenburg has always
thought the world of him, and not
only provisionally gave to him the
conduct of foreign policy, but
over two years ago entrusted
him with the formation of a new
Government. At that time he was:
Minister of Economics.

Dr. Curtius failed to form a
Cabinet on this occasion, and his
stock fell somewhat in consequence.
But he was too "safe" a man to be
allowed to retire into private life and
his lucrative practice as a lawyer.

French Honour for Einstein

PARIS is breaking down some of
its insularity, and still more of
its prejudice against people and things
Teutonic.

As little as five years ago the sug-
gestion to confer on Einstein an
honorary degree at the Sorbonne was
fiercely opposed, and the Paris gov-
ernment in its indignation. Now
that degree has been conferred with
enthusiasm. Incidentally, Richard
Strauss's works are heard at the Paris
Opera.

Einstein explained his theories in
London at King's College, not long
after the Armistice. The writer was
present on that occasion, and found
that Einstein is not more easily in-
terrupted by being explained in Ger-
man.

The late Lord Balfour was in the
chair. There was politeness every-
where, and of anti-German tendencies
not a hint.

SOVIET PLOTTING

"Red" Political Designs In The Far East

MENACE TO INDIA

Sinister Plot To Drive British Out Of China

JAPAN'S INTERESTS

Mr. G. Bessedovsky, former Charge d'Affaires and First Counsellor to the Soviet Embassy in Paris, who was at Tokyo when the Soviet was stirring up a Communist revolution in China, in an article in the "Daily Telegraph," reveals the plotting that went on, with the ultimate aim of driving the British from the country:—

On May 7, 1926, I left Moscow, having been appointed Counsellor to the Embassy at Tokyo. Some days before my departure Chicherin sent for me. He gave me instructions of so general a character that they had no particular significance. He spoke to me of two factions in Japan whose differences determined the Japanese policy. These factions were the Satzuma and the Chosin, the Navy and the Army parties.

A WAR WITH AMERICA

The former, who foresaw a war with the United States, would be the more friendly towards us, and it was from this party that proposals emanated concerning the oil on the island of Sakhalien. The other party had the Continental outlook, and considered themselves to be our immediate enemies in Manchuria and in China.

Stalin was even more brief. My object would be to hinder, by hook or by crook, Japan and Britain from following a common policy in China, at the moment when the revolution of the proletariat was to be triumphant. I found Kopp, the Ambassador at Tokyo, expected his recall; this made him very pessimistic.

Stirring up Revolution
"We have a scheme for the Far East," he said, "which must be developed by every means. All our diplomats must seek to stir up the revolution in China, making it more and more radical in nature, so that finally everything which is English will be driven out of the country. Thus we shall succeed in establishing a direct menace to India. But China is not yet ripe even for a bourgeois democracy; and Stalin wants to have a Soviet revolution here!"

"He does not understand that an upheaval of the Chinese masses would be dangerous not only to the British, but to the Japanese and the Americans as well. Naturally, the Japanese will not help the British to protect their interests. There are, however, purely Japanese interests which Tokyo will defend to the bitter end, both in Central China and on the other side of the Great Wall."

Some days later Kopp departed for Moscow. In a safe in his office I found a file containing despatches from Stalin and letters from Litvinoff to Kopp. This file made my hair stand on end; so clearly did it reflect a violent conflict between the Political Bureau and the Department of Foreign Affairs.

Here, almost word for word, is Stalin's despatch to Kopp:

"To Comrade Kopp, from Stalin.
"I learn that you are criticising Karakhan and his policy in China. You call him an adventurer and a filibuster. I warn you that Karakhan is only carrying out his instructions from the Political Bureau. I know that you have private grievances against Karakhan; but if you continue to allow your personal prejudices to enter into affairs of State you will have no to reckon with."

Chicherin's Fears
One letter from Litvinoff dealt with Chicherin. Since being elected a member of the Central Committee of the party he seemed to have become incapable of expressing a single opinion for fear that he would not be re-elected at the next Congress. He appeared to disapprove of Karakhan's policy, but not to have the courage to say so openly before the Political Bureau. It was for this reason apparently that he had feigned illness, and for a month had not left the sofa in his office.

The Political Bureau had taken advantage of Chicherin's indisposition to place the whole question of policy in China in the hands of a Commission, elected from among its members, under the chairmanship of the Deputy Commissioner for War, Unschlicht. Litvinoff called the Deputy Commissioner "a half-witted chemist," and expressed the opinion that the policy which he advocated would lead to war with England. A second letter dealt with Karakhan himself, speaking of him as a "snob," an adventurer, a "silly of the Political Bureau," and so on.

Litvinoff told Kopp that he should, through Japan's intervention, upset as much as possible the policy of Karakhan—"this new Rasputin attached to Stalin's person." Litvinoff urged Kopp to set the Japanese Press against Karakhan, in the hope that if the threats from this quarter became sufficiently definite Stalin would take fright and consent to recall Karakhan.

My first impulse was to take train back to Moscow, so disgusted was I by the villainess of the contents of this file. I knew that Litvinoff hated Karakhan, and that it was to ruin him that he had restored to such unparalleled intrigues. But in the end reason triumphed; by some strange coincidence Litvinoff favoured a policy identical with my own—the policy of non-intervention in Chinese affairs. I was resigned.

A Treaty with Japan
The revolution in China pursued its course. In the autumn of 1926 I received a despatch from the Political Bureau instructing me to conclude with the Japanese a treaty of non-aggression and arbitration similar to the one which the Soviet had just signed with Germany.

I replied with a despatch pointing out that overtures of this kind required plenty of time, and an enormous amount of work was needed for technical preliminaries. Japan being a member of the League of Nations and allied with many of her immediate neighbours, it was impossible for her to sign a treaty of non-aggression at a day's notice.

By way of answer the Political Bureau informed me that the Chinese revolution would be "Sovietised" in a few weeks' time, and that it was necessary at all costs to forestall the Japanese reaction, which would certainly be directed against Moscow. After some conversations with the German Ambassador at Tokyo, Dr. Solf, and with Herr von Borch, the Counsellor to the Embassy at Tokyo (now the Minister in China), I again telegraphed to Moscow, saying that the mission with which I was charged was utterly impossible to carry out, at any rate for the moment. Stalin sent me a personal reply worthy of an hysterical woman. He declared that the signing of a treaty—"no matter what sort"—was an absolute necessity. This treaty was, if the need arose, to be capable of interpretation as "a mutual renunciation of intervention in China."

Stalin's Injunctions
A further despatch on my part informed Stalin that I had been to the Japanese Foreign Minister (which I had not even deemed it necessary to do), and that the Japanese Government had not replied to my overtures. Stalin then sent me a long despatch reiterating his injunctions.

The then Assistant Minister for Foreign Affairs, M. Debuchi (now the Ambassador at Washington) was so astonished at my application that for a long time he would not even take it seriously. He explained to me the technical difficulties which attended the signature of such a treaty—difficulties which I had already pointed out to Stalin—and then said to me: "Why do you need this treaty? Japan has no intention of attacking you. I hope you do not mean to attack us!"

I hastened to assure him that Moscow was inspired with the most peaceable intentions towards Japan, and that I listened with real pleasure to his assurances. That evening I sent a despatch to Stalin stating that the treaty of non-aggression had been concluded with Japan in the form of an oral declaration. I received a reply congratulating me on my great success.

The "Sovietisation" of the Chinese Revolution took its course. Thanks to this "Sovietisation," our influence in China waned, and the Kuomintang became more and more hostile to Moscow. Nor were the Japanese placated. M. Debuchi spoke with a strange insistence of Borodin's activities. "Japan," he said to me, "does not want Bolshevism in China," and we will fight Bolshevism to the finish."

Finally Chang Tso-lin took advantage of the mistakes made by Karakhan and Borodin by preparing for the seizure of the Eastern railway.

At one time Borodin had the Soviet officers of Chiang Kai-shek's army given orders which aimed at the disorganisation and defeat of the army. Chiang Kai-shek was informed of this plan, and his break with Borodin soon rendered the whole of Moscow's scheme futile.

For some time faith was placed in two "Communist" generals, named Ho-lun and Ye-jine, two rogues escaped from the military jurisdiction of Sun Chuan-fang. To these two Soviet dignitaries were sent \$2,000,000 through the First Secretary at Tokyo, Astakhoff, and the Third Secretary, Austrian, who were despatched on a special mission to Shanghai. I do not know what became of this money, because it was at that juncture that I had to leave Tokyo.

A Dismal Failure
In my first interview with Stalin I explained to him the dangers which beset the Chinese Eastern Railway. I told him that he must find some way of preserving, if only indirectly, our country's interests in Manchuria. I informed him that a company had been created in which neutrals—certain Frenchmen, for example—were interested.

Stalin was not at all perturbed. "The fact that we are the owners of this railway," he said, "is contrary to the general policy of the party." It is possible for us to abandon the railway, but we must save our faces. Would it not be possible to sell it to the Japanese? That would aggravate the antagonism between Japan and the United States. See what Chicherin thinks about it."

Chicherin did not seem very interested. "The best thing would be to sell the cursed railway," he said. "One might get about \$300,000,000 for it." That was all.

Towards the end of 1928 two individuals associated with the Franco-Asiatic Bank put to me the very proposition of which I had spoken to Stalin. They wanted to turn the railway into a business enterprise with Soviet, Chinese and French capital. I submitted the scheme to Moscow, but the reply was in the negative. Some months later the railway passed into the hands of the Chinese.

The policy of "Sovietising" the Chinese revolution ended in dismal failure. All the influence which Russia had acquired in China in the course of long years has been wiped out. It must not be thought, however, that Stalin will abandon this idea, which is so precious to him, of the "Sovietisation" of the Chinese. This maniac thinks only of attacking Great Britain through the Far East and India.

"SPEEDY"

Harold Lloyd's Great Success

The task of the motion picture comedian is probably the most difficult in the cinema world. He has to make pictures that appeal to all kinds of audiences, especially a comedian of the rank of Harold Lloyd, for with-out general appeal he cannot possibly reach the success attained by the best of the comedians. Unlike the dramatic actor, of producer he cannot specialise. He must give a little of everything in his pictures. His job is almost akin to editing the "China Mail." He must have something in his pictures for all classes of audiences.

This, it is said, he has admirably succeeded in doing with his latest comedy creation, "Speedy," for he introduces in it several sequences entirely different from anything he has done, or any other comedian for that matter. He has one of the most novel pictures in his long list of successes.

His business with the now obsolete horse car brings out a series of laughs and thrills equal to his finest efforts. His story in "Speedy," released by Paramount, is based on fact, dealing as it does with the life of the horse car lines, which disappeared from the streets of New York, and from every big city, less than a few years ago. It is the story of an old-fashioned fight to retain the street car franchises in the face of opposition from the traction trust interested in stealing the rights in it. Lloyd, being in love with the old man's granddaughter, is brought into the centre of the fray, and in his usual capable manner, saves the day for the old man and wins the girl.

And Christy is the girl, and her work opposite Lloyd is most effective and appealing. The picture, which is now showing at the Majestic Theatre, has not been shown locally before.

NEW TALKIE AT THE QUEEN'S

VILMA BANKY IN "THIS IS HEAVEN"

A FINE ENTERTAINMENT

"This is Heaven" is the picture now showing at the Queen's Theatre. Vilma Banky is starring in the leading role of a modern girl, who on arriving at Ellis Island with the seething mass of immigrants, at once set to work to find a job.

How she succeeded in getting to the "Heaven" which is the dream of every girl makes up the climax of the picture.

Vilma, blonde and beautiful as ever in her waitress's costume, appealing as ever in her love scenes with James Hall, proves to her admirers that she can be just as pretty and successful as other leading ladies of the Silver Screen—this, it may be mentioned, being her first picture in which she plays the leading part.

"This is Heaven" is a part "talkie," and some of the dialogues are really interesting. See and hear it to-day.

A TALKIE-RUINED HOME

(By A. P. Herbert.)

A mother stood in tears amid the ruins of her home
Beseeching of her menfolk dear
That evening not to roam;
Her first-born rose and struck her,
but as he reached the door
The woman on her bended knees
her husband did implore—

"Don't take my boy to the
Talkies!
It's putting ideas in 'is
'ead,
'E makes the most 'orrible
faces
An' sleeps with a gun in
'is bed.
'E uses outlandish American
words,
It's nothin' but 'boot-leggers',
'babies', an' 'birds'.
'E says I've English accent.
An' it's not that I mind the
snub,
But I want my boy to be
British,
So take 'im with you to the
pub!"

Out passed the men together to
the gilded pleasure-hall
To feast their eyes on Passion
Buds—or, Love Excuses All.
And crooks and crimes and
cabarets, and girls in des-
habille,
While on the lonely kitchen-floor
the mother murmured still—
"Don't take my boy to the
Talkies!
It's them that has poison-
ed the lad.
Don't let 'im talk through
'is nose, dear
I'd sooner 'e went to the
bad.
Don't let 'im talk like the Talkies
you see;
Why can't 'e speak the King's
English, like me?
'E tell me I ain't got no sex-
urge,
An' it's not that I mind the
snub,
But I want my child to be
British,
- So take 'im with you to the
pub!"

The show was done, the boy said,
"Dad, I gotta kill tonight!
I feel the blood-just in my bones."
His father said, "That's right."
They robbed a passing postman
then, and, home again once
more,

They murdered that poor woman,
but she whispered through
her gore—
"Don't take my boy to the
Talkies!
I told you it done 'im no
good.
Now we'll be all in the
papers,
An' all through that there
'Ollywood.
Tell the kind judge that the boy
ain't to blame,
Ever since 'Broadway' 'e's not
been the same.
'E told me I'm Nobody's Baby,
An' it's not that I mind the
snub,
But I want my boy to be
British,
So take 'im with you to the
pub!"

[With acknowledgment to the
"Daily Mail."]

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN "CHINA MAIL"

Social Functions
To-day — Boxing Day Carnival at Hong Kong Hotel, 8 p.m.
To-morrow—Tea Dances at Hong Kong Hotel and Peninsula Hotel, 5 p.m.
Jan. 6 — St. George's Ball.
Jan. 10 — Second annual dance of the Hong Kong Ladies' Hockey Club, at Lane, Crawford's Restaurant.

Entertainments
To-day — Queen's Theatre, "This is Heaven."
To-day—Star Theatre, "In Desert Nights."
To-day — World Theatre, "Nervous Wreck."
To-day — Majestic Theatre; "Speedy."

Home Mail
To-morrow—Inward from Europe via Negapatam ("Takada").

Lammerts' Auction
Dec. 30—At 268, The Peak (6, Stewart Terrace) household furniture, 2.30 p.m.

Meeting
Dec. 31 — Meeting of Sandakan Light and Power Co. (1922) Ltd., St. George's Building, 12.30 p.m.

Miscellaneous
Jan. 4-5—New Territories Agricultural Show, at Shek Wu Hui (near Sheung Shui Railway Station).

RADIO
TO-DAY'S PROGRAMME

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 355 and 49 metres:—

5-7 p.m.—Programme of H.M.V. & Victor records supplied by courtesy of Messrs. Moutrie.
"Softly as in a morning sunrise"
"New Moon"—Bomberg.
"One kiss".....De Groot and His Orchestra.

"If you were mine" (Myers).
"Am I Blue" (Aksel).....Anona Winn.
"Serenade"—Waltz (R. Deigo).
"The Flower of Italy"—Waltz (G. de Stefano).....Rossi Land.
"Sonny Boy" (Jolson-De Silva-Brown-Henderson).
"Jennine I dream of Lilac Time" (L. Wolfe Gilbert-Nat Shilkret).
"Victor Salon Group."
"Christmas Hymns and Carols."
Parts 1 & 2.....Trinity Choir.
"Gold and Silver"—Waltz (Franz Lehar).
International Concert Orchestra.

"Emperor"—Waltz (Johann Strauss).
International Novelty Orchestra.
"Tristan and Isolde—Liebestod"—Parts 1 & 2 (Wagner).
San Francisco Symphony Orchestra.

"Cute Little Flat" (Hackforth).
Gracie Fields and Archie Pitt.
"When You've Gone" (Heymann).
Gracie Fields, Comedienne.
"Cipsy Love"—Waltz (Lehar).
"Sweetheart"—Waltz (Strauss).
International Concert Orchestra.

"Wake up and dream" ("Wake up and Dream"—Porter).
"What is this thing called Love" ("Wake up and Dream"—Porter).
"Hear my Prayer", Parts 1 & 2 (Mendelssohn).
Choir of Temple Church, London.

"Songs of the Past", Nos. 1 & 2.
Victor Mixed Chorus.
"Dance of the Hours"—Parts 1 & 2 (Ponchielli).
Victor Symphony Orchestra.

"Roll Away, Clouds"—"Virginia"—Waller & Tunbridge.
"Mammy" (Arr. Robeson).
Paul Robeson.

"Bohème—Death Scene"—Parts 1 & 2 (Puccini).
Lucresia Bori—Tito Schipa.
"Thinking of you" (Five O'clock Girl)—Benny.
"Margold" (Bealy).
Winnie Malville & Derek Oldham.

"Marche Militaire" (Schubert, arr. Best).
"Andantino" (Lemare).
Arthur Meale.

"Dear Little Cafe" ("Bitter Sweet"—Coward).
"I'll see you again".
Peggy Wood and George Metaxa.

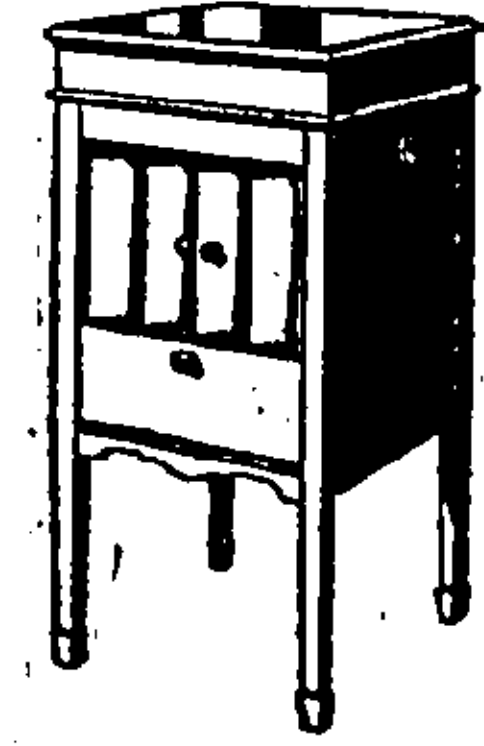
"Jolly Fellows"—Waltz (Vollstedt).
"Amoureux"—Waltz (Berger).
International Novelty Orchestra.

7.48 p.m.—Weather Report.
9-10.30 a.m.—Chinese Programme.
10.30.—Close Down.

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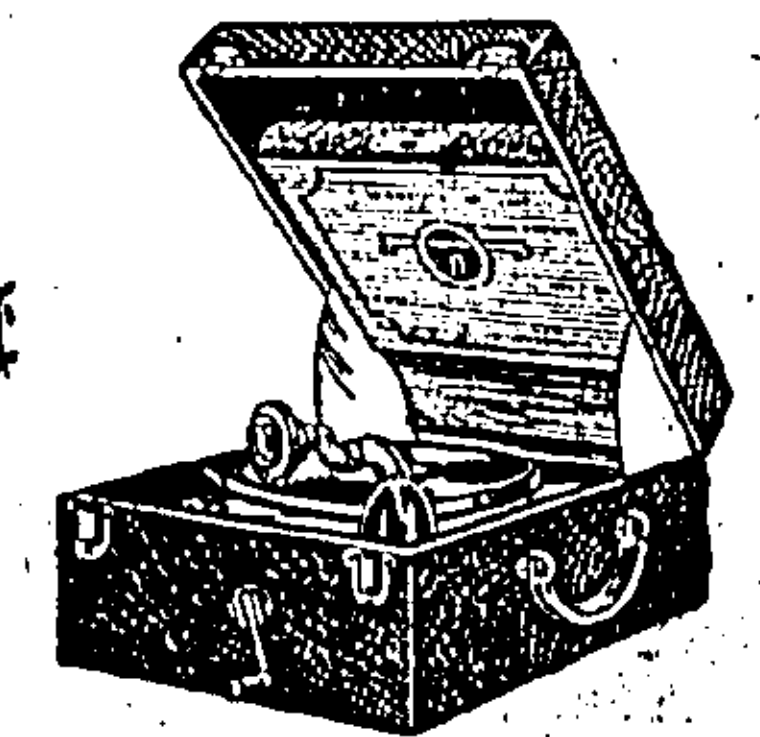
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No. 3 HAMPER—\$33.

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1 pt. Peppermint G.F.	1 qt. Amontillado Sherry
1 pt. D.O.M.	1 qt. Puritan Old Tom or Dry Gin
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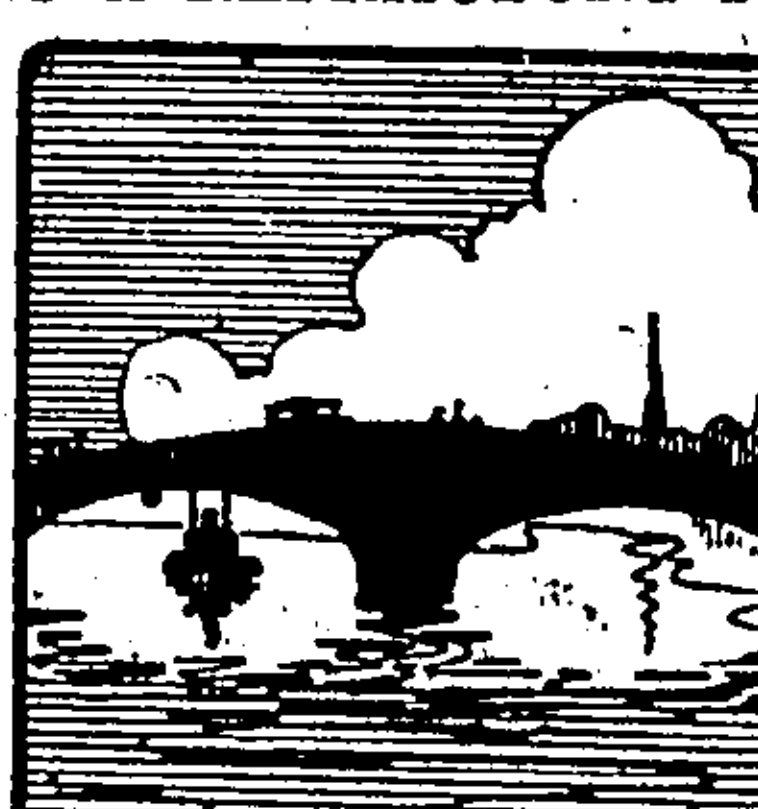
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PEPS

CHRISTMAS IN HONG KONG
SPIRIT OF GOODWILL AND GAIETY
JOYOUS CELEBRATIONS

"Peace on Earth, and Goodwill toward all men" was the spirit which animated Hong Kong on Christmas Eve and Christmas Day. To-day, Boxing Day, the same spirit prevails.

Celebrations started on Tuesday evening, when several dinner dances were held in all the hotels and clubs.

Yesterday there was a special tea dance at the Peninsula Hotel and at the Hong Kong Hotel, while at the Repulse Bay Hotel, there was a special tillin, which was well attended.

There were also many private parties in local residences, and a walk in the city side saw our men in uniform making merry and letting off fire crackers, right and left.

To-night is the big night at the Hong Kong Hotel. A carnival dance will be held on the Roof Garden which will be fully decorated.

Religious Services

The Christmas Service at St. John's Cathedral was attended by a large congregation. Special music was rendered in conjunction with the choir.

The collections at the service were in aid of the schools and orphanages.

Services were also held at the Union Churches, the Chinese Churches and the Seamen's Institute. All were well attended.

Midnight Masses were said at the Roman Catholic Cathedral, St. Joseph's Church, St. Margaret Mary's Church, Happy Valley, and the Rosary Church, Kowloon, and St. Francis Chapel in Wanchai.

The service at the Cathedral was a Pontifical Mass said by His Lordship, the Rt. Rev. Bishop H. Valorta, D.D., assisted by the Clergy and Seminarists. The Bishop also preached a short sermon.

Christmas Carols

The St. Andrew's Kowloon Carol Party had a very successful tour (two nights) of the Parish, and the record sum of \$275 was collected in aid of St. Dunstan's Home.

The party, under R. Baldwin, A.T.C.L., numbered nearly 50 lusty singers.

On Christmas Eve (the second night) a most enjoyable time was spent in the Peninsula Hotel.

The management showed great hospitality, and refreshments were served to the carollers.

Later a visit was made to the "rose moon" grille, where a carnival was in full swing. Here the party were heartily received.

Afterwards in the Church Hall where the singers were regaled with refreshments, the Vicar (the Rev. W. W. Rogers) announced that this year's collection exceeded last year's by nearly \$100.

The highest single box collection realised \$73.75—a record!

Repulse Bay Hotel

Accommodation for between four and five hundred people was taxed at Repulse Bay Hotel on Tuesday night on the occasion of a Christmas dinner carnival which drew a very large number to take part in the season's frivolities.

The ballroom presented a pretty appearance with numerous coloured lights and festoons of coloured paper. A special Christmas menu for dinner was provided to which the pleasure seekers did full justice and music for dancing was provided by the Hotel orchestra. Full use was made of the verandahs to make more accommodation available than is necessary on non-festive occasions.

Naval Dance

Quite a large number of members of the Chief and Petty Officers' Recreation Room H.M. Dockyard, and their lady friends assembled at Messrs. Lane, Crawford's Restaurant on Tuesday night at a dance given by the chief and petty officers of the Fleet.

Naval Dinner

The Electric Light Party and the Forecastlemen's sports clubs of H.M.S. "Formosa" gave their annual Christmas dinner at the Alexandra Cafe on Tuesday night. Lt. Com. Abbott, torpedo officer, attended the Electric Light Party's dinner. They also celebrated their winning the ship's marathon race earlier in the month.

Toasts in both cases were made to the "King," the "Ship," and the hope that they "would have another Christmas together."

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GREAT ERUPTION
Many Natives Cremated
In Red Hot Lava

Northern Guatemala, famous for its coffee production, is slowly recovering from the staggering blow of the eruption of Mount Santa Maria. Although the flow of lava has stopped, natives who have escaped alive from its deadly grasp are still in constant trepidation in case there is a fresh outbreak.

Estimates of the total casualties range from 300 to 700, and the real total will probably never be known accurately as scores of people were cremated by the red-hot lava.

SHORT-LIVED MUTINY IN MACAO
A FEW SHOTS FIRED BY REBELS
NO DAMAGE DONE

According to the latest report brought to the Colony, it appeared that the trouble at Macao was only a short-lived one. At about 9 a.m. on Tuesday a few shots were fired by the rebels from Monte Fort at the Government Forts below, but no damage was done.

Later the rebels surrendered, and a large number of Government troops went into Monte Fort and disarmed the rebels.

It was also stated that a dissatisfied sergeant was responsible for the trouble. He was arrested with 40 others and it is understood that they will be sent back to Portugal.

The acting Consul for Portugal in Hong Kong received a cable from the Governor of Macao stating that a small group of soldiers of the garrison stationed at Monte Fort, and led by a sergeant suspected of advanced ideas, rebelled on Sunday and disregarded the orders of the Government. The mutinous troops were immediately surrounded and they submitted on Tuesday morning to military force. No casualties occurred, and all parties responsible have been handed over to a military Tribunal.

DRAMATIC EFFECTS
Colour To Be Used in Films

The possibility of colour ranking with action and dialogue as a medium of dramatic expression is receiving serious consideration in film circles in Hollywood. With the increasing use of colour pictures, this is looked upon by producers as the next logical development in utilizing the full dramatic powers of the screen.

In the past, it is pointed out, colour has been used as a novelty and as a means of increasing the beauty of pictures, with little thought having been devoted to its dramatic possibilities. Colour has been particularly popular in productions presenting revues and dazzling stage settings.

The new development will see the psychological values of colour receive the most careful study. Where colour is used it will become an inherent part of the story-telling just as action and dialogue are now.

This movement has already been started in a picture now in production at Paramount's west coast studios, according to Jesse L. Lasky, vice-president of the organization. The song romance, "The Vagabond King" is being filmed entirely in Technicolor and colour has been placed upon an equal basis with action and dialogue in establishing the mood of the story and bringing out its dramatic values.

Each of the several hundred costumes and fifty-five settings required were planned and designed with this aim. The colour schemes were worked out at conferences in which the director, Ludwig Berger, Travis Banton, the wardrobe creator, Hans Dreier, unit art director, and Mrs. Natalie Kalmus, colour expert with the Technicolor corporation, participated.

Red, a "warm" colour which through the ages has symbolized battle, strife and revolution, is being used as the dominant hue in the costumes of the lawless vagabonds. Red, it has been proved by scientific experiments, has an exciting influence upon the human feelings. Full advantage has been taken of this fact in the use of colour throughout the picture. Two men who lead a sombre procession to the royal execution grounds, are garbed in blood-hued scarlet. Conflating shades of red are used in a duel scene for the costumes of Dennis King, the star, and Warner Oland. When the two clash, the colours heighten the dramatic effect of conflict by their own violent antagonism.

Yellow, another "warm" colour which, through its association with sunlight, symbolizes vivacity and romance, is being used freely in costuming the hero and leading woman. It is also a predominant hue in the garb of the royal courtiers. Rose, another "romantic" colour, is also much in evidence in the costumes of the principals who carry the love interest.

The sombre shades of black is being used with highly dramatic effect. The most striking instance is where three gigantic heralds from the Duke of Burgundy enter the throne room of the King of France and demand the monarch's surrender. They are garbed from head to foot in deep menacing black. Even their heads are encased in black hoods, with only their faces showing.

These typical instances show how Lasky is endeavoring to bring

BRITAIN'S MILD CHRISTMAS
BIG FAMILY PARTY JOIN KING & QUEEN AT SANDRINGHAM
DISCORDANT NOTE

London, Yesterday.

An extraordinarily mild, sunny Christmas Eve in London ended in a steady downpour and Christmas was a good day for the fireside.

The Prince of Wales left London in his own private light-aeroplane yesterday morning, and landed at Bournemouth, and thence motored to Sandringham, where a big family party was held, in happy contrast to last year, when the bulletins of the King's illness were drawing anxious and sympathetic crowds outside Buckingham Palace.

To-day Their Majesties will be rejoined by the Prince of Wales, the Duke and Duchess of York, Princess Elizabeth, the Duke of Gloucester, Prince George, Princess Mary, Viscount Lascelles, and their sons. The festivities will also be in the nature of a farewell party to the Prince of Wales, who sails for Africa, and the Duke of York, who leaves for Rome on January 4, for the wedding of the Crown Prince of Italy.

Discordant Note

A discordant note in the Christmas festivities was struck by the report of the Tass official agency from Moscow, claiming the pursuance of the Soviet anti-religious campaign. Christmas Day in Moscow was spent for the first time in the history of Russia as an ordinary weekday.

"Four-fifths of the workers are working in accordance with the five-day production week, and one-fifth resting as usual. By the initiative of the workers and the masses December 25 has been proclaimed as the second Industrialisation Day. Workers in the majority of the big factories contributed a day's wages to the Industrialisation Fund."—Reuter.

YEN HSI-SHAN
Backing His Words With Actions

Peking, Tuesday.

General Yen Hsi-shan appears to be following up his recent words with actions. During the past three days Shansi troops have been pouring South from the province. Large numbers are now massed on the north bank of the Yellow River, from where they will cross over and occupy Chengchow, to take part in the campaign against Tang Seng-chi, who is being penned between Hsuehchang and Yencheng on the Kinan Railway. Tang Seng-chi is striving to draw out his men, and retreat to Shansi.

Taiyuanfa messages declare that Shansi troops are entering Honan for the suppression of the Re-organisationalists."—Reuter.

ANTI-FASCIST PLOTS
Italo-Belgian Union Not Liked?

Brussels, Tuesday.

An anti-Fascist plot to assassinate members of the Belgian Royal Family is reported to have been unearthed by the Italian police.

According to the "Independence Belge," the Belgian Premier and two of his colleagues recently received letters threatening them with death if the King of the Belgians consented to Princess Marie Jose marrying the Italian Crown Prince.

The paper also says that an attempt on the lives of the Belgian Royal Family when visiting Italy for the Royal wedding has been planned to be made in Milan.—Reuter.

V.C.'S' DINNER
Half-A-Crown Deducted From Man's Union Pay

Because he lost a day in attending the House of Lords dinner to V.C.s, half-a-crown was deducted from the stoppage pay which Mr. Alfred Wilkinson, the Leigh (Lancashire) V.C., receives from the Leigh Operative Spinners' Association, the officials stating that this is in accordance with the rules.

Wilkinson, a single man, has been unemployed since February, and his stoppage pay amounts to fifteen shillings weekly.

colour into its own as a dramatic force. With the trail being broken in this fashion it is predicted that colour will soon reach a new plane in the films.

SINGAPORE TO LONDON
JOURNEY ON A RILEY "9"
By Capt. W. T. C. Riley, F.R.G.S.
(Reprinted From "The Riley Record")

In these days of the enlightened 20th Century, one is rather liable to lose sight of adventure and romance. To many of us the Great War brought such romantic countries as Persia, Arabia and Turkey almost to our very doorsteps. The flashing of news by our everyday Press wireless has brought the extraordinary incidents of life in the out-of-the-way places of the World to our breakfast table, and robbed them entirely of their old-time lustre.

The white man's peaceful (and otherwise) penetration to the fringe of these places has made it possible for the material hard headed man of commerce to enjoy a holiday in perfect safety and comfort among the bazaars of Algiers or on the fringes of the Sahara and to look with languid eyes upon tame Tuaregs and Berbers as his children would at lions in the Zoo.

So many of the historically romantic savages of the earth enjoy their whisky and soda to-day in the Westernised cafes on the frontiers of their native land that the tourist is liable to assume the World has no frontiers left. Let him, however, in his ignorance or arrogance overstep these limits of civilisation, as we term our excuse for the subjection of other peoples, and he will find that if tact is not his foremost ally and weapon he is crushed by the humanity he is to despise.

Beyond these fringes where the white man has not taken his greed for money and wealth, where man's most treasured possessions are his freedom and his rifle and his camels, where the lives of his slaves, so aptly termed his wives, and his money are but secondary considerations, life generally is held very cheap.

As a Tuareg once told me—"Why worry, the sun will rise to-morrow, and if I have my rifle and my camel Allah will provide?"—and I could not help thinking that we also say that "The Lord helps them who help themselves."

Those of us who have not experienced life in such districts find it difficult to appreciate the man who has, or his points of view. We find him sometimes in the maelstrom of our big London hotels gazing vacantly at the passing throng, apparently unconcerned at his aloofness from his fellow men, the attractions of theatres or the great city around him leaving him cold. In our ignorance we find him quiet and uninteresting, but we cannot appreciate the entire self reliance that his life has taught him. We cannot appreciate his life, often one lone white man surrounded by countless hundreds of people of a different colour, or creed, nursing their own superstitions and secretly hating the unbeliever in their midst. To such a man, often separated from his nearest white neighbour by days of laborious travel over rough winding and narrow bush tracks, tact, scrupulous fairness and self reliance form a second nature.

Natural Difficulties

Thus we find the necessity of a particular character to overcome the natural difficulties which lie in the path of a transcontinental motorist, added to which must be an ingenious mechanical mind to overcome troubles which cannot be repaired. Drawing from my own very limited experience, I remember three of us repairing a burst petrol tank in the desert, near Timbucktoo, with paper and gum from the office of a French political officer. On another occasion, after limping into a disused transport yard with a split steering gearbox, I spent many weary days casting a new one in aluminium from a scrap dump, my pattern being made from empty petrol tins and my machining operations being performed with a drill brace and a few files. Another owner of a Riley Twelve, after breaking a steering arm near Lake Chad, adapted one taken from a derelict Fordson tractor, which he was lucky enough to find, and to really appreciate this effort one should examine them side by side.

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—

Hong Kong Chinese Importing Union, from Hankow.

Dinner, from Wei-hai-wei.

Lolan, "President, Van Buren," from Shanghai.

E. V. JESSEN, Superintendent.

Hong Kong, 19th Dec., 1929.

THE EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO., LTD.

The following unclaimed telegrams are lying at the E. E. Telegraph Co. office, Hong Kong:—

Insurance Commissioners, from Ottawa, Ont.

Shoheljo, c/o Utau Hotel, from Taihoku.

Witty, from Macao.

S. LACE, Superintendent.

Hong Kong, 19th Dec., 1929.

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Sport Columns

RUGBY FOOTBALL RAMBLINGS THE CLUB-CORNWALL GAME

BETTER SIDE WON PREPARING FOR THE CUP TIES

[By "All-On"]

A great game! Attractive bursts of clean, open well-contested mid-field play both by feet and hands characterized Saturday's Club-Cornwall game, and the result was in the balance right to the final whistle, when the team play of the sailors, especially forward assisted them to emerge worthy winners by the narrow margin of 8 points to 3. It must be some consolation to Goldman of the Club XV to realise now that the try he presented to the opponents by his indiscretion had after all no bearing on the ultimate result of the match. The Navy team were full value for the try they subsequently scored and converted this season against Hong Kong's best side. I overheard it asserted that Goldman's effort to find touch from his position behind the goal-posts displayed "incredible stupidity" when a simple touch-down would have given the required relief. But no one who has regularly seen Goldman play could have imagined that his accustomed definition and dexterity in finding touch would have let him and his side down, just at the moment when a spectacular punt would have saved the situation and probably set the well-filled stands ringing with deserved applause.

Any how, the better side won, and the combination of a hefty, hard-working pack, which included such stalwart scrummagers as Lord, Morgan, and McLennan, with Sayer giving a most neat and attractive display at half, just turned the scales in favour of the winners. I ventured to suggest last week that the result would depend on luck, and to a certain extent this was so. However, careful scrutiny of my notes on the game forces me to admit that, as far as gaining possession of the ball in the scrum is concerned, the Club eight were hopelessly out of it.

Davies, the English Captain, in his well-known book on "Rugger," devotes a page or two to a discussion regarding the possible ability of an English international side being able to "carry" a winging forward. His conclusions were conditional; but I have no hesitation in pointing out to the Club forwards that they cannot, under any circumstances, take the unparagonable risk of attempting to carry three wing-ers who are not pushing their weight in the tight. And that obviously was what they were trying in vain to achieve on Saturday. Ridell, who led the club pack last season, was outstanding, and if all the forwards had played as hard as he and Sutcliffe did, it might easily have been quite a different story.

What little three-quarter play was seen left me with the impression that the civilian quartette were superior, in spite of some of the most execrable passing they have ever individually been responsible for. Plummer was excellent both in running straight and in his hard, effective tackling. For the "Cornwall," Buckley, who got over for the converted try was the best of a line that showed commendable keenness in swift marking and bringing down their men. Grieve was safer than his vis-a-vis, but his well wishers would like to see him going straight for the ball, when required, right from the start of the game. Why does he, for the first ten minutes of every game, hesitate and wait for the bounce—even occasional and inevitable bounces?

On Wednesday Club "A" won against H.M.S. "Hermes" with quite a bit to spare and both sides seemed very willing, making light work of a hard and gruelling battle on a home-side slippery surface. Bonnar made a welcome re-appearance in this game, and played again on Saturday. It is my impression that he is still not quite fit and his quondam hipness has not yet fully returned, his coming-round being very slow indeed, especially towards the end of the games.

The Navy, as well as the Club, have not got right down to selection work in the matter of their Cup team.

TENNIS

Lay Wins Final In Shameen

A PLUCKY LOSER

[From Our Own Correspondent.]

Canton, Yesterday.

In the final of the Shameen Lawn Tennis Club yesterday afternoon A. T. Lay beat C. E. Watson in straight sets, 6-1, 6-3, 6-4.

From the very first there seemed to be no question as to the final result as Lay was extraordinarily steady and was placing with deadly accuracy. Both men were inclined to be too cautious and there was certainly a lack of good driving, but Lay made up for this with a deadly shot stroke placed in the most difficult positions and more often than not forced Watson to return a shot which he killed at the net.

The first set went for 6-1. In the second set, however, Watson began to put a little more drive behind his shots and there were some good rallies seen. This was by far the best of the afternoon's play, and was even up till 3-3, when Lay won his service making it 4-3 and then broke through Watson's service to make it 5-3 and take his own service for the set.

Watson began to tire in the third set. Lay taking the first two games. Lay, however, seemed suddenly to get a bit careless, a fault which has more than one first-class player a match which he has had comfortable in hand, and Watson took then next three games, to make it 3-2 in his favour. Lay made it 3-3 and Watson kept the lead by taking the next game to make it 4-3. By then Lay came on again and took the last 2 games with ease.

It was a good match, except for phases in the last set. Watson, who was suffering from a game leg played a plucky game, but apart from any handicap from his leg, Lay certainly was far superior in court craft, through which he won.

From personal observation, I should be very much surprised to see many representatives chosen outside the "Cornwall" fifteen, which could very well constitute worthy hosts by themselves. The definite dates for these matches will be duly advertised shortly, it being extremely likely that one or even two will take place during the coming holiday season. A record attendance of many hundreds crowded the middle stands last Saturday; and it is confidently expected that even the Club's spacious accommodation will be taxed to the utmost when the more important games come off.

The referees for the triangular games have invariably been neutral in the past, and no deviation from this rule is expected this year. Major Caddell, R.A.M.C., gave quite an effective exhibition with the whistle in the "Hermes"—Club game last week. He, unlike Ewin, who managed down from Canton to officiate on Saturday, is very apt to be rather lenient in the matter of unintentional and unimportant infringements of the letter of the law. But, I think he might, with advantage, exercise a little more frequently his discretionary powers with regard to the "advantage rule."

Stanion, who, since his transfer to Swatow, has been so badly missed from the Club side, I noticed in the stand last week. He looked thoroughly fit and apparently itching to be in the middle of it. He hopes to be able, I understand, to get "a bit of leaf" over Chinese New Year, and thus be able to accompany our XV to Shanghai. I hope he will! No matter what the composition of our side may be, a place ought certainly to be found for this valiant player—thus greatly adding to Hong Kong's strength and prospects, for no-one can fail to realise the importance of his experience and knowledge of Shanghai conditions. No one, who saw it, can ever forget his heroic display against the Northern port last year.

YACHTING

Race To Macao Started To-day

3RD CHAMPIONSHIP RACE

[By "Chau Kung"]

7.30 this morning saw the start of the sixth race to Macao for yachts of the fleet of the Royal Hong Kong Yacht Club and from what I hear it seems probable that there will be a record number of starters.

The third Championship race, which was sailed on Sunday last provided a very useful preliminary canter for this week's event. It blew really hard in the Lamma Channel and gave all the craft a thorough testing and found the gear of some not all that it might be.

This would enable the various skippers to rectify any weaknesses which showed themselves. "La Cigale" lost a main shroud and had to put back at Green Island. "Coquette" with new sails took a proper view of matters and retired before the wind became too heavy. The owner and crew of "Norseman" poked their noses through Sulphur Channel but weighed the scene outside against their vision of Fanling Hunt races and decided that the money looked better on the latter.

"Azuma" got to the N.W. Corner of Lamma and upon coming up to wind for the purpose of shortening sail burst her main sheet and to avoid the risk of being blown ashore started her retirement from the race.

"Curlew" ran under the lee of the land in Luk Chau Van and shortened sail but when she arrived off Lal Kok at the South of the Island had again to go under the lee to make further reduction before proceeding.

"Irene" with "U. and I" had made very good weather after taking in two reefs but at Na Mi Tsui "Irene" found that three would have been better and ran away to Repulse Bay. "U. and I" was able to proceed by sailing with the boom well off and eventually arrived back at the Club at about 4.30 p.m. which was a fairly quick passage in the circumstances. "Curlew" got back about 2 hours later.

Ten Yachts Participate

Ten yachts started at 7.30 a.m. to-day, these being "La Cigale," "U. and I," "Azuma," "Wanderer," "Coquette," "Norseman," "Queen Bee," "Typhoon," "Curlew," "Chin-ock," in conditions which should give the smaller craft (which have more handicaps) a chance.

The start was very good, a head tide was running and the wind was light. Outside the harbour, however, a better wind was expected. An expert said at the time that he expected the first boat to round the mark off Macao about 11.15 or shortly after and to be back at the Club at North Point by nine o'clock to-night.

The official forecast is "East winds, moderate; fine."

"PETER PAN" AT HOME

Sir Gerald du Maurier has been engaged by Mr. Gilbert Miller to play Captain Hook as well as Mr. Darling in this year's revival of "Peter Pan." Miss Jean Forbes-Robertson will once more be seen as Peter, and Miss Mary Casson again plays Wendy. Miss Marie Lohr has been engaged for the part of Mrs. Darling.

Sir Gerald du Maurier was the original creator of Captain Hook and Mr. Darling when Sir James Barrie's famous fantasy was first staged in 1904. At the present time he is playing in another of Sir James Barrie's plays, "Dear Brutus," which will shortly leave the Playhouse.

No theatre has yet been fixed for this year's "Peter Pan," but definite arrangements will be made.

BRITISH SAILORS' SOCIETY

PRINCE GEORGE AND £30,000 APPEAL

WORK IN FOREIGN PORTS

Prince George presided over the annual festival dinner of the British Sailors' Society in London recently and said that members of his family had always taken a great interest in the society since its inception. After recalling that the King when Prince of Wales opened the building which was its headquarters, Prince George said he paid a quite informal visit to Limehouse a few months ago and saw for himself the normal and ordinary routine of welfare work for seamen in these great centres.

"From what I saw at the headquarters," the Prince continued, "it is evident that there is no part of a sailor's life in which the society is not concerned, and the motto of the society—'In Service for the Sailor'—seems to me to be accurately and appropriately applied. At the Prince of Wales's Hostel boys admitted from all parts of these islands were being intensively trained for a career in the British Mercantile Marine. I am sorry to have to tell you that, owing to a mild epidemic in the hostel, it was thought unwise to bring the boys here to-night, otherwise you would have seen them as on previous festival occasions. My brother, the patron of the hostel, and whose name it bears, has asked me to convey his sympathy, together with his good wishes for the speedy recovery of the unfortunate sufferers."

"At the Empire Memorial Hostel I was delighted to find how effective the provision is for the large number of seafarers that I saw there, though I can well realize how great is the need for the extension scheme which is now being undertaken. Thirteen thousand pounds has been collected, but £30,000 is required, and in congratulating Mr. Cazaxi on having raised £1,500 of this sum through his journal, "Syren and Shipping," I hope the balance will soon be forthcoming. It is at the headquarters building that the original minute book is kept which records the establishment of the society in 1818. This building is mainly a hostel for officers, many of whom are students at the King Edward VII. Nautical School, which is well equipped and staffed by efficient masters and instructors. Sleeping accommodation and all meals can be obtained there, and it provides reading rooms, indoor games and dances, and many kinds of all-the-year-round outdoor recreations."

Ocean Libraries

A very important section of the society's work is the provision of ocean libraries. Not only are a large number of British ships now equipped with the society's libraries, but there is also one in every light-vessel and rock-light round the coast of England.

"The great extent of this branch of the society's work surprised me and revealed a feature to which adequate publicity has not been given. The society has a number of sailors' orphan sons at the Homes for Little Boys at Farningham; it is responsible for a remarkable and comprehensive scheme of welfare, relief, and humanitarian work by which distressed seamen and their dependants, and the families of deceased seamen, are assisted."

"Throughout the world, homes and rests to suit local needs, and staffed by experienced and devoted chaplains, missionaries, and other workers, are to be found, and, as a sailor, I wish to testify publicly to the great value of these well-organized institutions, which mean much more to the sailor than can easily be imagined."

"No one can fail to appreciate the immense obligation we are under to our seamen and the great debt we owe them both in peace and war for our food and our trade. I hope, therefore, as a result of this festival, the society may receive such a response to its appeal as will enable it to go forward with its plans for improving and developing its valuable work at home and abroad. I have now much pleasure in announcing that Sir

Frederick Green has promised a gift of £1,000 to the society, and we have received to-day from Mr. George Churcher an intimation that, as his contribution to the festival dinner, he has transferred to the society £2,000 India Four-and-a-half per cent. stock."

Mrs. Snowden's Appeal

Mrs. Philip Snowden, in making an appeal on behalf of the society, said that there was ample scope for a very considerable enlargement of its splendid and humanitarian work in all parts of the Empire and the world. A large sum of money was wanted for an extension of the society's work at Southampton, Cardiff, Plymouth, Antwerp, the Federated Malay States, and other places. At the Port of London alone, with its 32 miles of docks, between 2,000 and 3,000 sailors arrived every day who had no homes to go to. They came ashore from the severs and testing life of the ocean, generally with their pockets well filled with money, and they wanted friendliness, affection, and comradeship, and something of the joy of life. But when they stepped ashore they were so often met with shame, and the friendliness shown them was nothing more than an attempt to extract from these unfortunate men the money they possessed.

CONSIGNEES' NOTICES

Consignees of cargo ex M.V. "Pamona" are reminded to take delivery of their goods which will be subject to rent after December 29.

Consignees of cargo ex a.s. "Urbino" are reminded to take delivery of their goods which will be subject to rent after December 29.

WATER RETURN

Level and Storage of water in Reservoirs on December 1, 1929.

CITY AND HILL DISTRICT WATER WORKS.

	1928	1929
Tytam	15' 2" B	9' 8" B
Tytam Byewash ..	25' 6" B	20' 0" B
Tytam Intermediate	0' 2" B	0' 4" B
Tytam Tuk	34' 1" B	21' 9" B
Wong Nei Chung ..	20' 7" B	15' 7" B
Pokfulum	21' 9" B	7' 4" B

[Note: B. denotes "Below Overflow"; A. denotes "Above Overflow"; L. denotes "Level with Overflow"]

Storage in million and decimals of gallons

	1928	1929
Tytam	208.38	307.44
Tytam Byewash ..	.58	2.68
Tytam Intermediate	104.99	104.02
Tytam Tuk	707.33	942.01
Wong Nei Chung ..	9.45	13.57
Pokfulum	21.15	49.98

Total

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of November.

Consumption

Estimated population

Consumption per head per day

Services to houses in the Rider Main Districts were disconnected and a supply was given by public street fountains only during November, 1928.

November, 1929.

From 1st to 12th inclusive a 15-hour supply (6 a.m.—9 p.m.) was given to all Rider Main Districts. Principal Mains closed 9 p.m.—6 a.m.

From 13th to 26th inclusive a 12-hour supply (9 a.m.—6 p.m.) was given to all Rider Main Districts. Principal Mains closed 6 p.m.—6 a.m.

KOWLOON WATER WORKS

	1928	1929
Kowloon Reservoir	1' 10" B	3' 0" A
Shek Lai Pui Reservoir	1' 10" B	8' 10" B
Reception Reservoir	2' 7" B	

Storage in million and decimals of gallons

	1928	1929
Kowloon Reservoir	343.34	385.00
Shek Lai Pui Reservoir	108.96	82.98
Reception Reservoir		26.40

Total

Consumption of water in Kowloon in millions and decimals of gallons during the month of November.

Consumption

Estimated population

Consumption per head per day

Constant Supply in all districts during November, 1928 and 1929.

The government Analyst's reports show that the quality of the water is satisfactory.

Total rainfall: November 30, 1928, 71.14; November 1929, 69.41.

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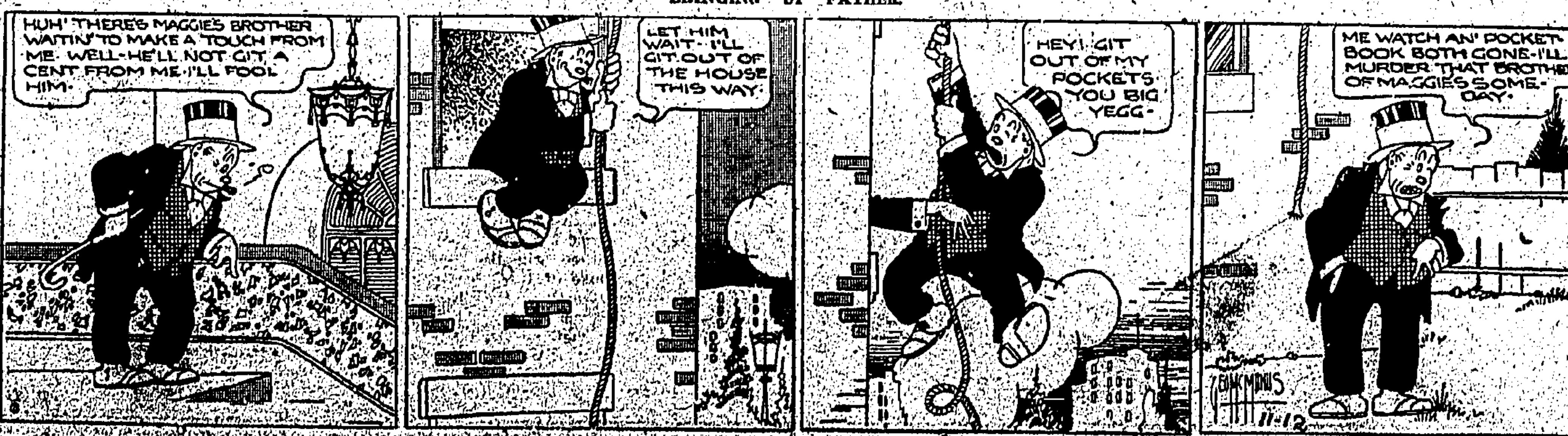
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LORD HARRINGTON

A Hunting Field Fatality

The Earl of Harrington was killed while hunting with his own pack of hounds at Holbrook, Derbyshire.

At the top of a hill his horse had jumped a wall and was then faced by a gate. The horse slipped, Lord Harrington was thrown, and the horse rolled on him. He received head injuries from which he died within half-an-hour.

Mrs. Wheeler, in whose house, Netherlea, Holbrook, Lord Harrington died, described the accident.

"The hunt," she said, "started from outside our house. They quickly started a fox, and were circling round in its wake. The accident happened at a corner of Holbrook Hall Park, three-quarters of an hour after the hunt had started.

"The trail led up a steep hill, and when just at the top and about to take a high jump, Lord Harrington's horse slipped. It failed to clear the jump, and threw Lord Harrington heavily on to the other side, and then fell partly on top of him, injuring his head. It was all over in a second.

"With Lord Harrington were Lady Harrington, his sister-in-law (Mrs. Seaton), and Major Phillips.

"Members of the hunt picked up Lord Harrington and brought him here. He was semi-conscious, but recognised Lady Harrington, who was with him at the end."

The body was later removed to Elvaston Castle.

The Earl of Harrington was born on October 9, 1887, and succeeded to the earldom only twelve months ago on the death of his father. He was the tenth holder of the title. His son, Viscount Petersham, is seven years of age.

Lord Harrington served in the 15th Hussars, and at the time of his death was Captain and Brevet-Major of the Reserve of Officers. He married, in 1919, the second daughter of Major H. H. D. Seaton, of Bulford, Salisbury. There were two children, but the first, Charles, lived only four days.

The family name is Stanhope. The first Earl of Harrington, was

LAND OF PIGMIES

Explorers Film Making Expedition

Mr. and Mrs. Martin Johnson, the American explorers, whose new film "Across the World" will be released early next year, are about to set out again on a new adventure to Africa, to make film and sound records of wild animal life, and to study closely a wonderful race of pigmies in the hitherto unexplored forest of Itura. They arrived in England in the "Levathan."

Their equipment includes a new natural colour process of photography which will be "tried out" for the first time and from which good results are anticipated.

Mr. Johnson, in an interview, said that the pigmies were the most remarkable race he had ever seen.

"We don't know how numerous they are," he said. "We had only a short experience of them before, and we think it worth while living among them for an extended period."

"The Itura Forest, for some, as yet, undiscovered reason, appears to be the home not only of these small people but of pigmy elephants, and other wild animals in miniature. One of our aims will be to discover why this area should contain so many examples of life in miniature.

"We shall also try to photograph the Okapi, an animal which, at first sight, looks like a cross between a giraffe and a zebra, although it is totally different from both."

Mr. and Mrs. Johnson have been travelling and photographing wild life for twenty years, since their honeymoon, and Mrs. Johnson is a good shot. Their home is in Nairobi.

A German experimentalist, says Reuter, has reduced to figures the very indefinite period of time known as "the twinkling of an eye." This he determined by means of a photographic record, and the period is two-fifths of a second.

a distinguished soldier and statesman during the reigns of the first two sovereigns of the House of Brunswick.

The family seats are Elvaston Castle, Derby; Gawsorth Hall, Macclesfield; and Breadsall Lodge, Derby.

HUNTSMAN'S CREDO

"I Believe In The Unknown God"

Mr. Henry Alfred Wadworth, of Breinton Court, Hereford, a member of the North Hereford and South Hereford Hounds, who met with a fatal accident on August 25 last, aged 77 years, left a remarkable expression of belief on the Resurrection of the Dead in his will, which was proved in last week. This ran:—

At death my body shall be placed in the cheapest decent receptacle and taken in my own trailer and car to the most convenient crematorium and cremated—my gardener William Gittos and my chauffeur will accompany my body and no one else, taking a small box (deal of about 12 inches each way) to bring back the ashes, which are to be broken up and scattered in my wood at Breinton Court, as were my daughter Alice's ashes in 1901.

I believe (and some of the leading scientific men of the day assure me that I believe rightly) that at my death the organic constituents of my body will be quickly converted into carbonic acid and ammonia, and that these gases will by the law of diffusion be at once distributed over the whole world, and will help to build other plants, and in their turn animals, so that in the future every plant and animal in the world will contain an infinitesimal portion of my body.

The inorganic parts of my body, the phosphates of lime, etc., will also be dissolved, and by the agency of rains, rivers, and ocean currents will also be distributed, but more slowly. The energy left in my body at death, degraded to heat, will quickly leave it, and form part of the energy of the universe. This I believe to be true Resurrection of the Dead and the Life Everlasting.

I believe in God, but, like the GOD of St. Paul's Greeks, it is an unknown GOD, as in our present state of development we are incapable of understanding Him, His Origin, and some of His laws.

Mr. Wadworth's estate is proved at £37,724, with net personally £34,543. His bequests include £100 to Devizes Hospital.

SUED FOR "BREACH"

"I Shall Never Marry You"

CHANGED MIND TWICE

Before Mr. Justice Talbot and a common jury, in the King's Bench Division, Mrs. Dora Mabel Evelyn Miller, of Clarendon Buildings, Balderton Street, London, brought an action for breach of promise of marriage against Dr. John Martin, of Loring Road, Whetstone, Middlesex.

Sergeant Sullivan, K.C., for the plaintiff, said that in March, 1927, a breach of promise action was brought by Mrs. Miller, but that was compromised, the defendant agreeing as one of the terms of settlement that he would marry Mrs. Miller within nine months of the order of the Court, which was dated December 2, 1927.

In June, 1928, Dr. Martin wrote an absolute refusal.

Marriage is impossible. "Marriage between us is impossible," the letter stated. "I would sweep the streets first. I shall remain a bachelor always, for you have taught me a horrible lesson. I never want to see you again. It would mean a horrible scene, and only unpleasantness would result."

There was a postscript said Sergt. Sullivan, which read:—"I mean all this. Be a woman; act like a woman; write to me like a woman. I shall forgive perhaps, but, marry you—never, never, never."

Mrs. Miller, in evidence, stated that she had been introduced to many people as Dr. Martin's wife, and it was a matter of the greatest importance to her that after her relations with him she should become his wife.

"Unthinkable Things" Dr. Martin, in the witness-box, was asked about his feelings at the time of the first case. He loved Mrs. Miller profoundly, but told her that he wanted still a spell of complete quietude before their marriage. "She was saying the most unthinkable things," he added, "and I said I did not want divorce afterwards. I thought I would give her a chance."

He alleged that she was absurdly jealous. Last November he told her that marriage was impossible

LARGEST PLANE

"First Goods Train Of The Air"

Berlin.—At Dessau the "first goods train of the air," which is the best description of Germany's great new land plane, G32, made her first trial flight from the Junkers works. There was genuine enthusiasm for an achievement which challenges that of Dornier's flying boat, though in a totally different field.

G32, the world's biggest aeroplane, is constructed on an entirely new plan. The motors, of which there are four, two of 800 horse-power and two of 400 horse-power, are built into the wings. They are visible to the two pilots the whole time, this making for an increase of safety. The Junkers firm, who desire to construct one day an entirely tailless plane, have gone a good step towards it already.

A little imagination foresees a flying house constructed on a similar plan. At present the Junkers firm, deeming it necessary to prove the commercial value of the plane, have refrained from providing elaborate passenger cabins, although the G32 has room for thirty-four people. Instead, it has space to carry three tons of freight. This can be transported 2,500 miles, or from Berlin to Khartum, at a speed of over 125 miles per hour.

Owing to a new type of air brakes and a new arrangement of the wheels with special axle construction, landing and taking off are rendered smooth, with a minimum of jerks. Technicians express admiration for this new link in the chain of air traffic development.

A horse-driven van laden with wood wool caught fire in Trafalgar-square. The driver jumped down from his box and released the horses. An alarm was given and four or five fire engines dashed to the scene. The fire was soon extinguished.

and asked her for a letter washing things out. Mrs. Miller, he alleged, threatened to ruin him.

Counsel then addressed the jury. A verdict was returned for plaintiff with damages at £250.

THE NAVAL BASE

Sir Ian Hamilton's Moral From Carthage

Sir Ian Hamilton, who spoke at a gathering in London, of the Royal Naval Division, said that the Singapore base might be all right, but it would not be so long as we handled it as if it was a purely Naval question. It was not. From the defence point of view the problem was just as much one for the Army as for the Air service.

"Two Inspectors-General have visited Singapore," said Sir Ian; "the late Lord French and myself. Naturally we had to consider, amongst other things, the comparative proximity of Formosa and South China. As conditions have completely changed since the War there can be neither danger nor harm in saying now that we both considered the formation of a very considerable mobile local defence force necessary for the protection of so vast a sum of money as it was proposed to expend in making Singapore into a fortified base—this naturally to be in addition to a full fortress garrison of British troops. What Lord French had in his mind I cannot say. In my own mind the thoughts of Carthage stretching out to create a fortified base in Sicily, and Russia stretching out to make a fortified base at Port Arthur, were very present."

NURSES & DOCTORS

Sir Humphrey Rolleston Draws The Line

Sir Humphrey Rolleston, one of the King's physicians, who presented prizes to nurses, at the Norfolk and Norwich Hospital, spoke of the risk that the scientific education of a probationary nurse might be overburdened with details which properly belonged to the medical student, who did practical work in the laboratories and the dissecting room, which she did not.

There was, perhaps, a danger that a nurse might become a hybrid between a doctor and a nurse, and thus fail to carry out the high ideals of her calling. A qualified medical woman, or doctress, might make a good nurse, but the converse was not desirable nor practicable.

SUNDAY THEATRES

Competition Of Pictures In New York

A movement is afoot in New York in favour of opening the theatres for Sunday night performances. Fifty-three producers and twelve playwrights discussed the matter with the Actors' Equity Association.

The former declared themselves unanimously in favour of the proposal, which they said would result in greatly increased business, and might even make all the difference between the success and failure of some plays. They added that if the Equity Association opposed the move they would endeavour to get legislation passed to prevent picture palaces and music halls opening on Sunday.

SERVED NOVELIST

Dickens's Parlourmaid At Gads Hill

The death has occurred at Burnt House, Higham, near Rochester, of Mrs. Elizabeth Eastdown, aged eighty-two, who at one time was employed as a servant in the household of Charles Dickens at Gads Hill. Mrs. Eastdown was parlourmaid to Dickens for three years, and she left his employ at the age of twenty-three, on the day preceding the onset of his fatal illness. One of her most valued possessions was a tea service given to her as a wedding present by Dickens. She had a great contempt for modern writers who strove to belittle her hero. With other servants she was left a small legacy in Dickens's will.

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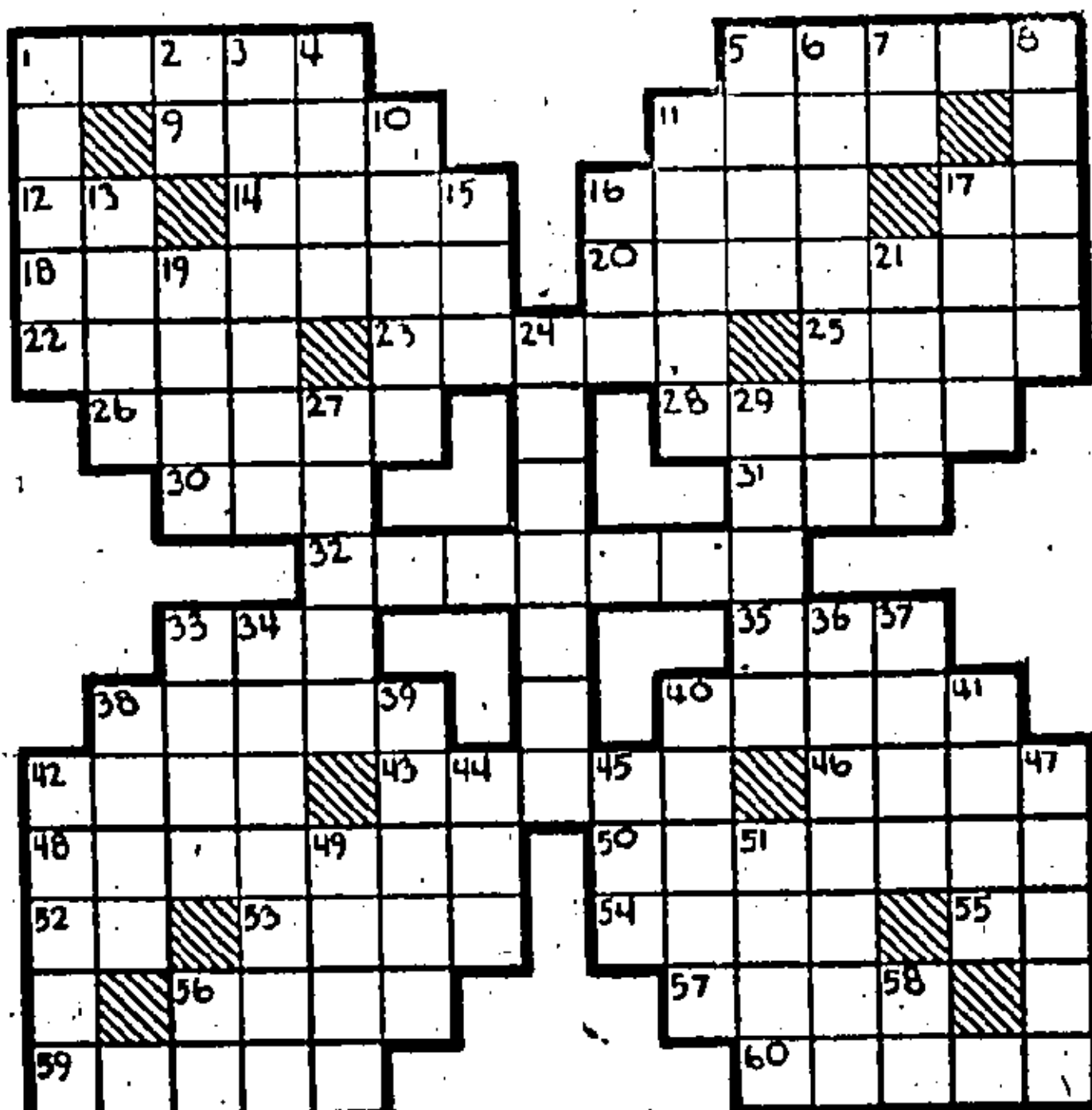
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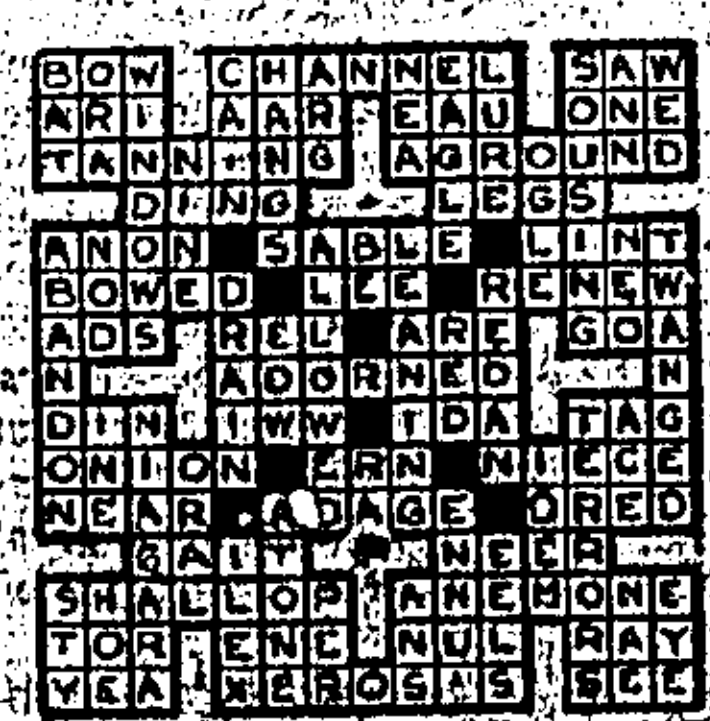
(This cross-word puzzle has been made by an expert but
our readers are warned to look out for occasional phonetic
spellings, such as harbor, glow, and altho.)



- | | | |
|---|---|---|
| <p>HORIZONTAL</p> <p>1-Breaks suddenly
5-To frighten
9-Makes by tating
11-Of
12-Above
14-A out of meat
16-A Scripture proper
name
17-Exista
18-Resembling an open
hand
20-To put something
in place
22-Pen-name of Charles
Lamb
23-The upper
atmosphere
25-An Egyptian
goddess
26-Merite
28-Eagles
30-A cereal
31-Ever (poet)
32-Deer-meat
33-Exist
35-Conjunction
38-Wharves
40-A diet for a girl's
hair (Scott)
42-Warbled</p> | <p>HORIZONTAL (Cont.)</p> <p>43-A genus of tropical
American plants
46-An excursion
48-Nominal
50-The art of using the
bow
52-Article
53-Girl's name
54-A sacred language
of India
55-An ending of nouns
56-A food-fish
57-Depended
59-In that place
60-Tidal waves</p> <p>VERTICAL</p> <p>1-A compress for a
wound
2-Within
3-Deserving the palm
or prize
4-A covered porch
5-Floated
6-A rich purplish-red
7-Yes
8-Relieves
10-Locations
11-To worship
12-Lacking color</p> | <p>VERTICAL (Cont.)</p> <p>15-A snare
16-A playing card
17-Suffix denoting
inflammation
19-A fiber
21-One who uses
24-The line where
earth and sky meet
27-At no time
29-A famous French
author
33-Am not (colloq.)
34-Normal
36-Any trifle
37-A noted French
artist
38-Agony
39-To climb
40-The wife of
Abraham
41-Dreadful
42-To begin
44-A southern
constellation
45-A short sleep
47-Burning piles
48-Similar
49-Hint
50-Personal pronoun
58-Grain (abbr.)</p> |
|---|---|---|

(The solution of the above cross-word puzzle will appear in
to-morrow's issue along with a new cross-word puzzle.)

TUESDAY'S SOLUTION



The Air Ministry has issued a
notice that the permission of the
Department of Transport must be ob-
tained in advance for all flights to
or through the Channel. The British
Government has refused to allow
any other country to fly over its
territory.

NEW EDITION OF INDEX

Rome.—The first book to be
published by the new printing works
of the Holy See in Vatican City is
the "Index of Prohibited Books."
It is composed of 565 pages, and
contains the names of about 5,000
books in alphabetical order, which
Catholics, including those belonging
to the Oriental rite, are not allowed
to read.

Drive a Triumf
TRIUMF

WATER-BUSES FOR LONDON?

A TALK WITH MR. A. P.
HERBERT

THE-UNUSED RIVER

At the top of a tall eighteenth-century house overlooking the deserted Thames between Hammer-smith and Chiswick I talked with a man who has a consuming passion for London's noble river, and wants to see its traffic potentialities developed to the fullest, writes a special correspondent in the "Observer." He is Mr. A. P. Herbert—novelist, "Punch" contributor, librettist.

His interest in the river is no dilettante one. He is not content that he should use it just for his personal pleasure by stepping from his garden steps into his motor launch or houseboat and cruising down-stream for a magic night off Wapping or Greenwich, which he does on occasion. He will never be satisfied until he sees at regular passenger service of "water buses" skimming from pier to pier, taking City people to and from their work, and thus relieving the congestion of the central London streets which makes a journey from, say, Ham-mersmith or Chelsea to the Bank an exasperating, time-wasting ordeal.

"Consider how we ignore our natural facilities," he said. "The river joins the eastern and western suburbs with the social and commercial centres of the town, a natural highway requiring no main-tenance or repair, and lying along the main line of the town's develop-ment. Five great railway termini are situated on or near its banks.

The View We Don't See

"The City, the Savoy, Greenwich, Chelsea, Billingsgate, the Temple, Chiswick Eyt, where the heron fish, Hammersmith and Ladies' eights, the Port of London and the liners, Westminster, St. Paul's—is there an urban thoroughfare in the world bordered with so much variety, distinction, wealth, history, and beauty? It flows at one point between the Houses of Parliament and County Hall, the home of the L.C.C., which is responsible for London's welfare and the free movement of its citizens.

"Does no man ever look out of those buildings and ask himself why the river is carrying not a single citizen to his work or to his home? No man has seen London until he has seen it from the river, as our fathers saw it. But rare is the Londoner who has seen it so. How many London boys have travelled over that lovely stretch between Westminster and Green-wich, the finest possible lesson in London's past history and present greatness? Perhaps one in a hundred thousand. To most that unique stretch of water is as un-known as the sewers.

"Why? 'Provincial' Liverpool has its water-bus, just as Paris and New York has. Only London regards her river as a useless obstacle. We will spend millions in building bridges over it, but run traffic on it—never, except for pleasure in the summer months, and then the slow-moving steamers do not stop be-tween Westminster and Kew, or the motor-boat between Westminster and Greenwich. We should be able

to use the river as casually as we use the Underground."

The Instone Scheme

Mr. Herbert recalled Sir Samuel Instone's scheme of five years ago for the provision of a service of fast, big motor-craft. This fell through because the L.C.C. and other river authorities could not see a safe return for the expenditure necessary in constructing, staffing, and maintaining the dozen or so necessary additional piers. Sir Samuel was prepared to sink £214,000 in the provision of the boats, and run the service on com-mercial lines in the public interest. The L.C.C. was to provide the piers at an estimated cost of £41,500, and man them, in return for which Sir Samuel offered a guaranteed pay-ment of £6,000 a year for ten years in respect of the first 5,000,000 passengers, plus a half-penny for every passenger over this figure per year. But the authorities could not see that 5,000,000 forthcoming which would enable the service to pay and give the L.C.C. its money back.

Well, Mr. Herbert has been con-sulting the L.C.C. authorities, and he finds that the average pas-sengers carried by one bus in one day is 1,250; the average carried by all buses in one day, 6,650,000; the total carried by all "buses" in the year, 1,912,000,000. And while the street bus carries an average load of fifty, the fast, oil-consuming water-bus, comprising comfortable saloons and every convenience, would presumably carry at least 300. Is not there plenty of room here, he asks, for the diversion of that necessary 5,000,000 to the water? Actually, there is no reason why it should not pan out at any figure from 11 to 21 millions.

L.C.C. and Finance

"It is difficult," remarked Mr. Herbert, "to understand the atti-tude of the body which governs the Imperial capital. It will receive no tolls from the users of the pro-posed Charing Cross Bridge, which is to cost £12,500,000, nor from Waterloo Bridge, which is being re-constructed at a cost of nearly £1,000,000. But it sniffs at a mere £40,000 for piers which may reason-ably be expected to bring in a pro-fitable revenue. Would you not think that a reasonable L.C.C. look-ing at our great river without pre-judice, would say to itself: 'Here, on the one hand, is shortage of transport and grave street con-gestion. Here, on the other, is the modern internal combustion engine, consuming heavy oil cheaper than petrol and an obvious waterbus route. Let there be water-buses!'"

Mr. Herbert is as serious about this matter as only a true humorist can be when he has got hold of something in which he honestly and ardently believes. He holds out no brief for the Instone scheme as such: any similar one would do. (Why, for instance, should not the Underground Combine, with its ability and enterprise, formulate a scheme?) But he does believe the Londoner would now welcome such a boon and service, and does not want to see mere lack of vision, partisan politics, or vested interests stand in the way of it.

He would like to see the Press, which was practically unanimous for the previous proposal, keeping the matter before the public, the support of the local Mayors and members of Parliament being en-listed, everything being done which humanly can be done; in fact, to open up our glorious waterway so

that it is no longer a neglected backwater, but literally a "tide in the affairs of men."

Who will come forward and see this thing through, he asks, and thus earn our civic gratitude? Why not, first and foremost, Mr. J. H. Thomas, as part and parcel of his unemployment schemes?

Flying Officer Waghorn, of Schneider Trophy fame, flew to his old school, Wellington College, Berkshire, for the School's Rugby match against Marlborough Col-lege.



Nerves Lack Nourishment When
The Blood Is Thin

How The World's Greatest Tonic
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Through The Blood.

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"I was told that I was anaemic," says Mrs. Minnie E. Craft, a nurse of No. 60, Dewey Street, Worcester, Mass. "I was in a run-down condition, my com-plexion was sallow, and I had a bitter taste in my mouth. My appetite was poor and I kept losing flesh. I was nervous constipated and always had a feeling of being over tired. An article in the paper led me to try Dr. Williams' Pink Pills and soon I could see a change for the bet-ter. I kept on with the pills and gained strength rapidly. The tired feeling left me and I had more energy and ambition. The pills also gave me a better appetite and helped my nerves. Dr. Williams' Pink Pills are a reliable blood builder and nerve tonic and I have recommended them to many people."

Of chemists everywhere at \$1.50 per bottle, \$8 6 bottles.

Dr. Williams'
PINK PILLS

"A HOUSEHOLD NAME
IN 54 COUNTRIES"



A Bond of sympathy exists between Sir Samuel Instone and his daughter, the Hon. Mrs. Instone, who is the wife of the Hon. Mr. Instone, a member of the House of Commons. Mrs. Instone is the wife of the Hon. Mr. Instone, a member of the House of Commons.

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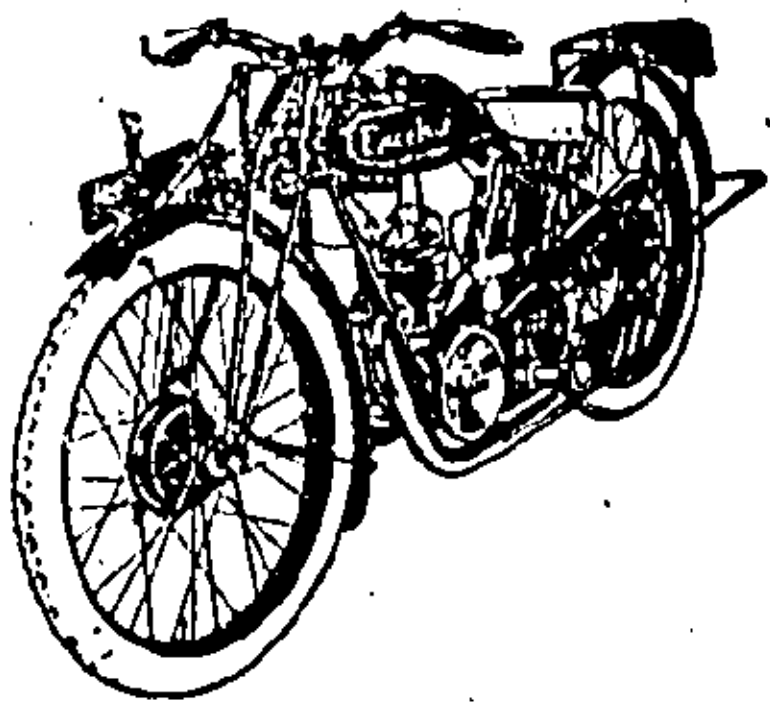
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THE MOTORISTS' PAGE

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CAR EVOLUTION

Pride Of British Achievement

INTERESTING REVIEW

(Continued from December 19.)

The rapid development of the petrol using motor, unparalleled in any other industry, made both sides realise that chassis builder and coachmaker must work together, hand in hand and side by side, if real progress was to be made in production of the finished vehicle. Consequently the motor manufacturer developed his wood-working shops to build bodies for the chassis he produced in the machine shops. Also the motor works manager began to think in complete vehicles in place of thinking of chassis first and bodywork second in his instructions to the designer of automobiles. This combination of effort led to the substitution of metal for wood wherever possible, due to the engineer dealing with and knowing more about that material than timber. Also as metal parts were often lighter and stronger than wooden ones, the tendency grew greater and greater to use as little wood as possible in coachwork body construction.

Standard Coachwork

At this stage it was as easy to adopt standard patterns of bodywork as standard parts for construction of the chassis details. So coachwork began to be made up on jiggered patterns and turned out by machines in larger numbers and very rapidly.

With this development a much improved vehicle for the road was produced as the method of construction adopted helped to lessen the cost, so the savings were available to be expended on improvement in fittings and equipment.

Each year since coachwork has been produced from factories turning out multiple units at high speed, instead of individual purpose-made bodies, the British carriage builder has created improved designs that have become the reigning fashion throughout the motor using world.

At first open touring bodies prevailed in greater numbers for passenger cars, while, until the chassis builder of the commercial vehicle specialised in that branch of the motor business as distinct from the private passenger carriage, commercial coachwork was chiefly hackney cabs and light vans.

From 1905 onwards, however, the private car chassis and the commercial vehicle chassis were gradually getting further apart, the former developing higher speed on the road, and the latter being made bigger and stronger to carry greater and weightier loads.

The result was that in the British motor factories body work design was restricted practically to private passenger cars, the coach work for motor lorries, vans, omnibuses, hackney cabs, municipal dust carts, etc., being built by outside coach-builders to the order and requirements of the purchaser of the chassis.

In 1906, the motor omnibus started in earnest to displace the horse-drawn hackney vehicle, London's example in this direction being followed by motor bus services being initiated in most of the populous districts in the United Kingdom. Liverpool and the Lancashire districts had already adopted a proportion of motor waggon for use in the docks and their success laid the foundation of a rising demand for heavy commercial motors in all parts of the land. To-day, the complete private closed motor carriage is the popular demand.

Be it large or small, it is obtainable from British motor factories cheaper than the chassis alone cost before the War, while its equipment now includes comfort devices in upholstery undreamt of a few years ago.

Luggage containers, anti-glare vizors, anti-noise devices in sound absorbing roofs or head-linings, and a top or head that can be raised or opened to permit the passenger to see the sky, sun, and scenery above the level of the windows, should they wish to do so.

It has been said that the British Motor Industry had practically to start afresh when the war finished in 1918. At the same time there was a rapid increase in the use of mechanical transport in the United Kingdom both for commercial and private purposes soon after peace was declared.

Whereas in 1914 the total number of motor vehicles (excluding motor

cycles) licensed in Great Britain was 183,000, this figure had been reduced to 120,000 in 1918.

The actual post war growth in the use of motor transport for goods and passengers is best realised by the following table:

Total Motor Vehicles in use in Great Britain	
Year	Number
1914	183,000
1918	120,000
1919	155,000
1920	263,000
1921	461,000
1922	564,000
1923	664,000
1924	793,000
1925	927,000
1926	1,059,000
1927	1,184,000
1928	1,307,000
1929	1,457,866

While British motor factories were reorganising from a war to a peace footing, the United States of America naturally obtained a strong foothold in former British export markets. Foreign motors also sought to displace British vehicles at home, where it was essential for the British industry to concentrate its efforts before it could hope to regain its lost markets abroad.

It was successful in getting the major share of its home markets as the following figures of the production and sales of British motor vehicles show.

Output of British Manufacturers	
Year	Production
1913	44,000
1922	73,000
1923	88,000
1924	132,000
1925	153,000
1926	180,000
1927	211,780
1928	211,877

During the first eight months of 1929, motor vehicles, chassis and parts, to the value of over £7,000,000 have been exported to all parts of the World, an increase of over 25 per cent. on the corresponding period of the previous year.

With the progressive improvement of roads, the great help provided by the Dominion Governments of Australia and New Zealand, and a rapidly growing appreciation that there is now a range of British vehicles backed by improving service, and suitable for every purpose, it is certain that the next few years will show a vast expansion of export without which it is realised there can be no lasting stability for any essential national industry.

It is generally recognised that the future stability of the British motor industry depends on a progressive expansion of Overseas markets and the British Manufacturers' Section is making extensive efforts to assist the individual activities of their members in this connection.

There is undoubtedly growing in the minds of the public, both at home and in the Dominions and Colonies, a conviction that the natural sentiment to buy British transport can also be combined with the material business consideration that British motor transport is, without question, cheaper and better in the long run.

Recent British achievements on land, sea and air have emphasised in a most convincing manner the skill and resource of British designers and the craftsmanship of British workers.

The achievement of Major Sir Henry O. D. Segrave in driving the Golden Arrow at the hitherto unparalleled speed of 231 miles per hour, to beat the previous World's land speed record, was more than a demonstration of the skill and courage of the driver and the endurance of the machine.

It was the British Motor Manufacturers' proud challenge to motor manufacturers of all nations.

Air, Land and Sea

Every item in the construction of this marvellous piece of craftsmanship was manufactured in Great Britain. All the components were made by British accessory manufacturers. Its splendid victory made all the world proud to own a British-made motor vehicle.

Another magnificent achievement in public will in future desire to was that of Captain Malcolm Campbell who piloted his 1,000 h.p. Blue and detestable to "Buy British."

Bird at an average speed of 218 miles per hour, and produced a new world record speed for the five kilometres and five miles distances.

This feat also placed the predominance of British workmanship, design and materials beyond question.

Added to these achievements were the successes of Sir Charles Wakefield's speed boat "Miss England," the British aircraft flight to India, and the unparalleled speed of the modern seaplane, successes made possible only through the efforts and experience of the pioneer British motor engine manufacturers.

These sporting adventures, with their mixture and spice of danger, high speed, reliability and endurance almost to breaking point, should make owners of British motors proud in the knowledge that they have the best available workmanship and value in their machines.

Such high performance is only obtainable by having the best of everything.

In 1927 the British Manufacturers' Section was formed as part of the International body, the Society of Motor Manufacturers and Traders, but with separate executive powers to take action where necessary on questions which mainly affected the interests of British manufacturers.

This section has now the support of virtually the whole of the manufacturing industry in its intensive efforts to assist the British Motor Trade at home and abroad. It has recently opened branches in Australia, New Zealand and South Africa.

The Industry's Wide Scope

The results of these co-operative and individual efforts are already apparent, but so far, we have only touched the fringe of the great possibilities of the motor industry.

It is rapidly becoming realised that whether for private or commercial uses, there is no reason to-day why the public should look beyond the British motor vehicle, equipped with British tyres and accessories, for the industry can meet every requirement.

It can supply a cross-country agricultural self-track-laying tractor, an armoured car, a racing speed machine, a fire engine, a private carriage, a light van, or a multi-wheeled commercial goods-carrying vehicle; all types of infinite variety of powers and carrying capacity and at prices from one hundred pounds upwards.

Needless to say, all these motor vehicles are built with that British finish which is the recognised standard of the best workmanship and materials for the whole world.

Future of the Industry

With infinite resources of men, material, science and capital who shall put a limit to the possibilities of the immediate future?

All indications justify the claim that the British motor industry has now emerged successfully from the troubles inseparable from the drain and strain of the period of reconstruction necessarily following upon the great national effort of the War.

The stage is set for an era of expansion throughout the Dominions, the Colonies and the World. British Motor Manufacturers were never more determined to do their best not only as a matter of pride of achievement and for the welfare of the industry, but in order that they may play their part in maintaining British commercial prestige.

In this task of building up the prosperity of industry there can be no doubt that British Motor Manufacturers will have the active support of every man and woman who shares their ideals.

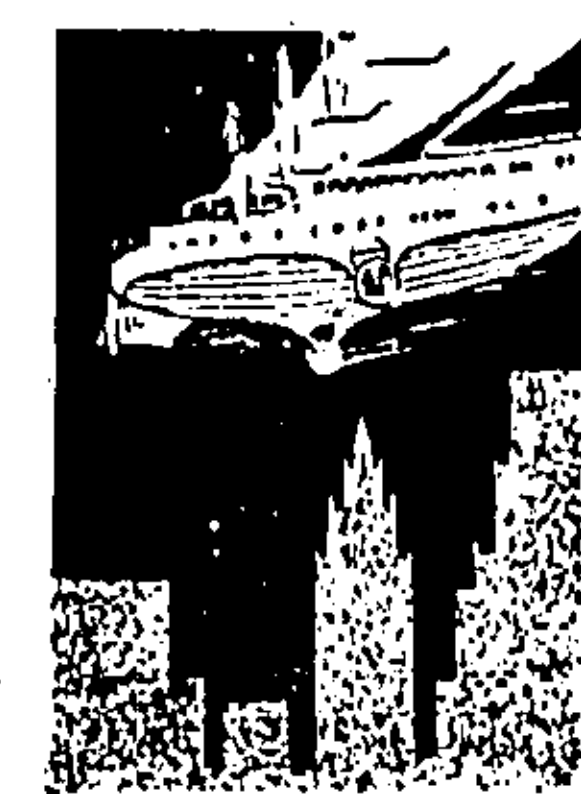
Whatever individual fancy may direct in the choice of a vehicle, the potential owner cannot do better than "Buy British."

The foregoing pages have shown that the British manufacturer, together with the skillful efforts and intelligence of the British workman, can produce motor vehicles of every price class to equal if not surpass those of any other country.

If, as the industry believes, the British public will do its part, not only will it obtain the very best value for every pound it expends, but also will provide increasing employment for British workmen.

This in itself is a very urgent need, and, when satisfied, will aid in the reduction of taxation and material assistance in the much desired revival of national prosperity.

With a full knowledge of the story of the British motor industry as contained in this brochure, it cannot be doubted that the motor industry will in future desire to share in our "pride of achievement" and determine to "Buy British."



BEFORE THE HORSE AGE

Before the horse age a man's social and working radius was as far as he could walk. When the horse came it was extended to as far as he could ride or drive. The railway multiplied that distance, and the motorcar made it longer and larger. Now the airplane makes it limitless.

We owe our existence to harness oil—the first product manufactured by us. From harness oil we extended our operations to railway oil. From railway oil we extended to motorcar engine oil. And from motorcar engine oil we have advanced to airplane engine oil—a new type of lubricant for engines developing terrific speed.

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FAMOUS EXPLORERS

Use Willys-Knights In Jungle

Mr. and Mrs. Martin Johnson, noted African explorers, are on their fourth expedition to Equatorial Africa. This trip is expected to be the most interesting and important of their African expeditions and will probably require two years or more to accomplish.

The explorers will head for Central Africa where, on the Victoria Nile, and in the Belgian Congo, are to be found the last unexplored parts of what was once a little known part of the world. In the Victoria-Nile region, an extremely tropical section, there are probably more crocodile and hippo than in any other place in the world, Mr. Johnson said. There are also enormous herds of elephants to be found here and in this region are to be found specimens of the fast vanishing white rhinoceros, all of which Mr. Johnson will photograph.

Mr. and Mrs. Johnson will for the first time in history take sound pictures in the African jungle. In fact, the primary purpose of the trip is to reproduce in colour and in sound all of the life of the jungle, a record which will be invaluable to scientists.

Assembling and selecting the equipment for an expedition of this nature is a task of no small proportions and Mr. Johnson heaved a sigh of relief when a ship containing motor-cars and trucks, provisions, cameras, chemicals, camp equipment, guns, ammunition and sundries, left New York bound for Mombasa on the East Coast of Africa.

A Great Strain
"We have been particularly careful in selecting the right motor car."

and trucks for our expedition," Mr. Johnson pointed out. "They must stand a great strain and be not only powerful but very durable, as well. For this reason, we have again selected Willys-Knight cars. We have used them on our previous trips and we know from experience how well they stand up. Willys-Knight is the strongest, most durable car I know of and will stand up better under rough usage than any car I have ever used. There is power in the engine, too, and the sleeve valve motor is far less complicated and can better be taken care of than other types."

"The claim that this car improves with use has been borne out by our own experiences. It is because of its demonstrated efficiency under the most trying operating conditions and because of its proven durability that I have selected the Willys-Knight as the car we will use. We have sent eight of them along with our equipment."

"I have trained three native boys to drive the Willys-Knight," Mr. Johnson explained. "They are not only good drivers but they make good mechanics too. In fact, it is amazing how proficient these boys are along mechanical lines. They seem to have a marvellous mechanical instinct and they, in common with their fellow-countrymen, are always pleased when we let them help us with the Willys-Knights. We rely greatly on our motor cars and because of them we are enabled to accomplish a great deal in a relatively short period of time."

All of Martin Johnson's expeditions have been interesting and all have been fruitful from a scientific point of view. Through his work science has learned much about the Dark Continent. Even so, the trip upon which he has just embarked is expected to be richer in scientific developments and results than any of the preceding trips.

LUBRICATION

The Salient Factor in Operation

Effective lubrication is of decided importance in the operation of refrigerating machinery. Oil in any part of a cooling system will tend to reduce refrigerating efficiency due to its becoming so sluggish under the low temperatures involved as to form an interior lining in the expansion coils and materially affect the heat transfer.

Lubrication of refrigerating machinery is exceptional in that we must consider the action and effects of the lubricants upon parts not requiring lubrication as well as upon the actual wearing surfaces. As a result, considerable care and judgment must be used in selecting the lubricants.

Means of Lubrication Employed
Splash and pressure lubrication predominate in refrigerating compressors to-day. The latter is suited for the lubrication of both vertical and horizontal machines. The former, however, is more adapted to the vertical compressor.

The system involved for the lubrication of compressor cylinders, stuffing boxes and enclosed bearings will have a decided influence upon the grade of the oil that should be used.

It will, therefore, be of interest to study the principles involved in these methods of lubrication.

Splash Systems
Splash lubrication constitutes distribution of the oil at each revolution of the crank, the level in the crank-case being maintained just high enough to permit the crank to dip and splash the necessary amount of oil to the cylinder walls, etc.

Continued operation will result in the crankcase being filled with a lubricating vapour above the main body of oil, which will insure adequate lubrication of main, wrist pin and crank pin bearings as well.

Careful attention is necessary, especially when re-charging the case with oil, to see that the level is not raised too high. The result would be churning by the crank, bringing about such violent agitation in the main body of oil as to sometimes preclude effective precipitation of any impurities that may have gained entry. There would also be possibility of loss of lubricant past the piston rings, with subsequent entry of an excess of oil into the condensing and evaporating parts of the system.

Piston Rings Must be Properly Adjusted

Another point to remember in this regard is that where piston rings are not sufficiently tight, if the crank-case contains too much oil or agitation is too violent, the excess which naturally will reach the cylinder walls will tend to work past the rings, as occurs frequently in an automobile engine.

This is often termed oil pumping. Not only is it wasteful, but especially in an ammonia compression system will it be a detriment, for oil in the refrigerating lines will impose an added load on the oil separator. Furthermore, if by chance the oil is not of sufficiently low pour test there will be a possibility of its congealing within the system, reducing refrigeration to a marked degree.

Excess Oil a Detriment
Use of excess oil in a splash lubricated system will also involve the possibility of difficulty when draining and cleaning, especially where sludging has taken place.

Churning of certain oils in a crankcase will give rise to sludge formation if they have not been very highly refined. In part this is due to oxidation; it will be most probable where water is present or the oil is laden with foreign matter, such as dirt, metallic particles, or carbon.

It is, therefore, important to follow regular periods for cleaning, and to look carefully into the condition of the used oil, for this will very often indicate both the approximate suitability of the latter and the extent to which effective lubrication is being attained.

Pressure Lubrication
With many types of vertical or horizontal refrigerating machines, pressure lubrication is used with marked success.

With such a system, more accurate control of the amount of oil delivered to cylinder walls and compressor bearings is made possible. On the other hand, it may require more equipment, piping, etc., and frequent filling of the reservoir (where a mechanical force feed lubricator is involved) and more attention from the operator, than where splash lubrication is employed.

One of the chief advantages of pressure lubrication, however, is the possibility of effective filtration or purification of the oil while there is provision for circulation.

Mechanical Force Feed Oil
For such service, a straight mineral oil obtainable in a viscosity of 200 to 300 seconds Saybolt at 100 degrees Fahr. will meet these conditions satisfactorily. The viscosity of an oil separator can be readily checked by comparing the amount of oil removed from it with the amount of the compressor. An ammonia separator

site lubricating films, with the least amount of excess to drain off.

On many types of machines it is good practice to lubricate internal and external parts individually. In other words, using the mechanical lubricator with perhaps three outlets for cylinder and stuffing box service, and an independent gravity or mechanical pressure circulating system for all other bearings.

Requirements Involved
Mechanical force feed lubricators are especially adapted to cylinder and rod lubrication via the oil lantern, or oil recess within the piston rod stuffing box. By properly constructing a stuffing box with a lead to come from the lubricator, it is possible to operate the piston rod continually through a ring of oil. In this way effective rod lubrication, as well as sealing against pressure, can be maintained.

To lubricate the cylinder in addition, it is only necessary to deliver additional oil to the stuffing box lantern and provide a so-called overflow pipe to carry this to the refrigerant suction line adjacent to the cylinder. In effect, this is similar to the principles of steam cylinder lubrication, the refrigerating gas being impregnated with vaporized lubricant prior to its passage through the compressor.

Hand pump oilers can also be used for this purpose, but mechanical force feed lubricators are more positive and require less attention on the part of the operator.

Selection of Lubricants for Ammonia Systems
In the selection of lubricants for cold storage and refrigeration machinery, due regard must always be given to the service involved and the operating conditions that will probably be encountered.

To overlook or disregard the importance of such factors as the method of lubrication involved, the temperature in the expansion or refrigerating coils, the mechanical condition of the compressor, etc., and the location, type and efficiency of the oil separator may frequently lead to marked increase in maintenance costs and reduction in capacity.

Lubricating oils for service in an ammonia compression system, therefore, require consideration of their pour test, and viscosity, for it is these characteristics which will be indicative of the extent and degree of success with which any lubricant will function, in accordance with the particular operating and constructional conditions.

Importance of the Pour Test
The most important characteristic of an oil for refrigerating machinery lubrication is that it shall remain fluid at the lowest temperatures to which it may be subjected during operation. These temperatures will be encountered in the expansion or refrigerating side of the system, or, in other words, beyond the expansion valve.

There are many oils, of course, which, by virtue of their base and degree of refinement, will not be able to withstand lower temperatures without congealing to a certain extent, depending upon the amount of wax that may be contained.

Congealment Will Involve Deposits
Congealment will mean that a film of oil will be deposited on the inner surfaces of the refrigerating piping to form more or less of an insulating medium which will prevent proper abstraction of heat from the compartment or medium which is to be cooled. If this is allowed to continue it is evident that the refrigerating capacity of the system will be reduced and ultimately it will be necessary to clean out these congealed oil deposits.

Water an Objection
In connection with this matter of possible congealment, consideration must also be given to water. It is essential that the oil at all times be practically free from water, otherwise this will freeze if carried over to the refrigerator coils, in which case it would probably remain in the system and result in a certain decrease in evaporative efficiency.

It is therefore necessary for the operator to use the utmost care in placing oil cans beneath snow-covered suction pipes, etc., or anywhere else where moisture might splash or drip into the contents. An excess of water can readily cause so much trouble in the evaporator coils as to necessitate shut-down of the plant until this is corrected.

An oil, to be suited to this class of service, should have a pour test sufficiently low to insure continued fluidity at the lowest temperatures prevalent in the evaporating side of the system. It should not congeal on the inner surfaces of the cooling coil, and there should be sufficient viscosity throughout the range of operating temperatures to enable it to serve at all times as an effective lubricant for the moving parts, as well as an adequate seal for the piston rings and compressor valves.

Filtered Mineral Oil Most Suitable
For such service, a straight mineral oil obtainable in a viscosity of 200 to 300 seconds Saybolt at 100 degrees Fahr. will meet these conditions satisfactorily. The viscosity of an oil separator can be readily checked by comparing the amount of oil removed from it with the amount of the compressor. An ammonia separator

what higher viscosity, i.e., 200 to 300 seconds Saybolt, will give more satisfactory results. The purest grade of straight distilled mineral oil obtainable is at ways advisable in order that the above requirements will be adequately met. Oils of this nature will have a sufficient range of physical properties to lubricate compressors effectively under all normal operating conditions.

Animal and Vegetable Oils are not Suitable for such service inasmuch as they will have a tendency to congeal at low temperatures and gum at higher temperatures. They will also react to a certain extent with ammonia, to cause the formation of sludge.

When Viscosity Must be Considered
Viscosity is an especial factor where enclosed crankcase, high speed machines of the wet compression type are involved. As a rule, oils should be used which will stand considerable churning in the presence of the refrigerant and a certain amount of water vapour.

The one oil lubricates the entire machine. As a result, it must be capable of serving both the cylinders and bearings. It should not emulsify to any great extent, for this might result in clogging of the lubricating system or impairment of refrigeration should it work past the piston rings and over to the refrigerating side.

The physical condition of the valves, piston rings and stuffing boxes must always be considered in deciding upon the viscosity of oil to use.

Practically as important as its lubricating properties will be the seal and compression-forming ability. If the cylinder wall and moving parts are in first-class condition, a straight mineral oil of approximately 200 seconds Saybolt viscosity at 100 degrees Fahr. will be suitable.

The more worn and scored the cylinder walls and rings, naturally the higher must be the viscosity, to maintain the requisite seal and degree of compression. Usually an oil having a viscosity of 300 seconds Saybolt at 100 degrees Fahr. will be satisfactory in this event.

Horizontal compressor cylinders will have a greater tendency to wear out of round than those of vertical machines. Therefore, such compressors will, in general, require a somewhat heavier lubricant. It is not advisable, however, to attempt to compensate for wear by increasing the viscosity too much, due to the possibility of emulsification, and contamination of the refrigerant.

Oil Supply Must be Controlled
Wherever an excess of oil may find its way to the evaporating or cooling side of a refrigerating system, certain detriments will be involved, as have already been mentioned.

How the Separator Functions
The actual function of the oil separator is to remove any particles of oil from the refrigerant while this latter is in gaseous form, after it has left the compressor. The larger the oil particles, of course, the more effective will be the separator. It should, therefore, be located so as to permit of adequate precipitation of the oil within the ammonia gas.

The capacity of any separator should be ample so that the velocity of the gas passing through will not be too high. But we must realize that any excessive lubricant fed to the compressor will tend to impose a heavy load upon the oil separator.

Location and Installation
The manner of location of the oil separator or trap is decidedly important. In general, it should be placed between the discharge of the compressor and the point of entry of the gas into the condenser.

In certain machines, a purge valve may be installed under the condenser to enable removal of any oil that may have passed the separator, due to the rush of hot gas preventing proper condensation and collection of the oil.

Oil will practically always be atomized to a certain extent by virtue of the heat of compression which is prevalent. This oil vapour will naturally tend to pass into the system with the refrigerant, to condense and remain in the colder parts, unless it is effectively removed before it enters the condenser.

In consequence, the location of the separator should be carefully studied. It is always advisable that it should be of sufficient size to allow of ample reduction in the velocity of the gas in order to permit of effective separation.

Where faulty separation may occur, it is well to use an oil of as low an atomizing tendency as possible. Low atomization tendency will usually accompany high viscosity. The choice of a heavier oil would therefore solve the problem to some extent. In general, a viscosity of from 200 to 300 seconds Saybolt at 100 degrees Fahr. will meet these conditions satisfactorily.

The efficiency of an oil separator can be readily checked by comparing the amount of oil removed from it with the amount of the compressor. An ammonia separator

would indicate that the oil is not being entirely removed or trapped. Allowance, of course, should be made for oil leakage around the stuffing box, although to just what extent this may occur will depend on the individual installation, the care given to lubrication, and the original viscosity of the oil.

Sealing the Stuffing Box
With compressors using either ammonia or carbon dioxide, one of the most important factors is to maintain suitable stuffing box seals and properly lubricated piston rods.

Where ammonia is involved, it is necessary to remember that this chemical has a certain corrosive action upon copper and bronze. Stuffing boxes, for such service, are therefore built of cast iron or steel (as are other parts of the compressor) and metallic (babbitt metal) asbestos, or rubber packing is used.

How the Oil Lantern Functions
In some types of machines a hollow space or "oil lantern" is located between two separate sets of packing. This space surrounds the rod and is filled with oil. It not only serves as a seal to prevent loss or leakage of ammonia, but also as an effective means for piston rod lubrication.

Lubricant is usually fed to the "oil lantern" by means of a hand or automatic pressure oil pump. Where the piston rod is efficiently lubricated, its surface will have a smooth gloss and be covered with a light film of oil; there will be no indication of overheating, and a relatively perfect seal will be maintained with a minimum of leakage.

In some types of double-acting machines, the "oil lantern" serves also as a means of introducing the lubricant to the compressor cylinder by allowing it to work past the piston rod packing. There is an added advantage to this method in that certain grades of packing, which might be reacted upon by ammonia gas, will be protected by the lubricant.

More usual practice in cylinder lubrication, however, is to design compressors for pressure lubrication, using a positive oil pump or force-feed lubricator which is driven from the reciprocating mechanism through a suitable connection.

Force-feed lubrication is advantageous in that the amount of lubricant supplied to the compressor is dependent upon the speed of operation. It is, therefore, dependable, economical and requisite of little attention on the part of the engineer, excepting when it is necessary to refill the lubricator. Thus, by careful adjustment and correction, it is possible to feed a definite quantity of lubricant at each stroke and at just the right time to be most effective.

Reclaiming Compressor Oils
It is practicable to reclaim oil from an ammonia compression system by installing an ammonia distilling apparatus. This device has the dual advantage of both recovering the oil and purifying the charge of ammonia to keep same in a pure anhydrous condition without interfering with the continuous operation of the plant.

Such equipment can be connected to the discharge line oil separator and the bottom of the liquid ammonia receiver, from which oil and other impurities may be drawn, for subsequent distillation of ammonia.

After all the liquid ammonia has been evaporated and returned to the suction line of the system, the oil can then be drawn from the bottom of the still using suction pressure for this purpose. Such oil as is drawn off will contain a certain amount of gas. It should, therefore, be set aside until the gases have freed themselves. The application of a little heat will assist this operation materially.

Care should, of course, be taken in handling the distiller to prevent too rapid evaporation, which will cause a boiling-over effect and the loss of a large proportion of oil through passage back to the suction line.

After removal of the oil from the distilling system it is ready to be altered. A separate filter should be used for this work. The size and type of filter to be used will depend upon the size of the plant and the amount of oil to be handled. Providing the original oil has been chosen with a view to giving most effective lubrication the oil recovered from the distiller, after careful filtration, can again be used for compressor lubrication.

In many plants where oil is reclaimed, however, it is used for external lubrication, and only new oil is employed for the lubrication of cylinders and other internal parts. This is safe practice, and an assurance that the oil used where service is most severe is perfectly clean and up to specification.

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Adventure Which Included the Far East
After passing through 48 countries, including the Far East, and crossing four continents in seven years, the "Globe" has just arrived in England.

She is Mrs. Alice Wanderswell, who with her husband, Captain Walter Wanderswell, organized this expedition when she was only sixteen years old. Since then they have driven 60,000 miles, including territory never before traversed by white men.

"Our worst experiences," said Mrs. Wanderswell, "were in the heart of Portuguese East Africa where we were among people who had never before seen white people. At one time we were fifty kilometres from water and if our cars had broken down or our tyres punctured on the rough veldt, we should have starved to death, but our Dunlops gave no trouble and we eked out our precious petrol supply until we arrived at comparative civilization."

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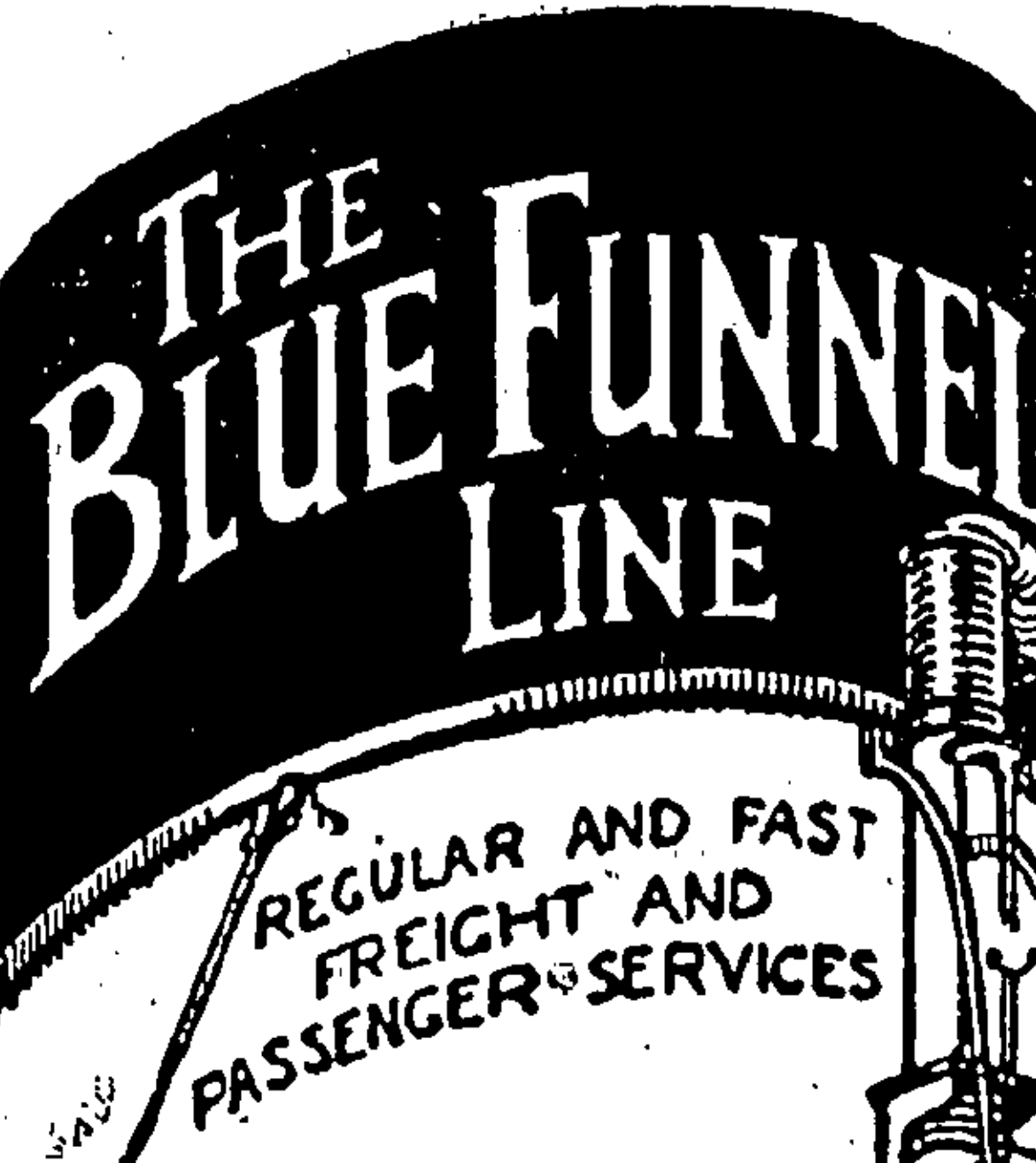
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LIVERPOOL SERVICE.

"ANTHOCUS" 20th Jan. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

via KOBE & YOKOHAMA.

"TALITHYRIS" 31st Dec. Victoria, Vancouver & Seattle

"IXION" 24th Jan. Victoria, Vancouver & Seattle

INWARD SERVICE.

"BELLEROPHON" Due 26th Dec. For S'hai, Moji, Kobe & Yokohama.

"DEMOTOCUS" Due 26th Jan. For Shanghai & Tsingtao

PASSENGER SERVICE.

"ANTHOCUS" Jan. 22nd Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates and information apply to:-

Butterfield & Swire,

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POST OFFICE NOTICE.

RADIO NOTICES.

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Office. No charge is made for this.

Up to January 5, radiotelegrams conveying New Year Greetings will be accepted for transmission to Canada and the United States of America. For rates and other particulars apply to the Radiotelegraph Office.

INWARD MAILS

From. THURSDAY, DECEMBER 26.

Shanghai and Amoy Luchow

FRIDAY, DECEMBER 27.

Europe via Negapatam (Letters only, London, Nov. 28) Takada

Straits Mirzapore

Japan and Shanghai Suwa Maru

SATURDAY, DECEMBER 28.

Canada (Victoria, B.C., Dec. 7), U.S.A., Empress of Canada

Japan and Shanghai President Garfield

U.S.A. (San Francisco, Nov. 29), Honolulu, President Madison

Japan and Shanghai President Madison

MONDAY DECEMBER 30.

Europe via Negapatam (Papers only, London, Nov. 28) Kumsang

Japan and Shanghai Mishima Maru

OUTWARD MAILS

For. FRIDAY, DECEMBER 27.

Holhow, Pakhoi & Haiphong and

*Wuchow via Pakhoi Chusan 8.30 p.m.

Straits and Calcutta Tilawa

Sandakan Dec. 27, Noon.

Shanghai Letters 1 p.m.

..... Mausang 1.30 p.m.

..... Mirzapore

Registration Dec. 27, 5 p.m.

Letters Dec. 27, 6 p.m.

Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles Khyber

..... (Due Marseilles, Jan. 25, 1930.)

K.P.O. G.P.O.

Parcels Dec. 27, 4.30 p.m.

Registration Dec. 27, 5 p.m.

Letters Dec. 28, 9.45 a.m.

Letters Dec. 28, 10.30 a.m.

Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, *Egypt & *Europe via Marseilles Suwa Maru

..... (Due Marseilles, Jan. 26, 1930.)

K.P.O. G.P.O.

Registration Dec. 27, 4.30 p.m.

Letters Dec. 28, 9 a.m.

Letters Dec. 28, 9.30 a.m.

*Registered correspondence only.

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MASKED ROBBERS

Woman Abducted To A Boat

In the small hours of yesterday morning—about one o'clock, when waits in Hong Kong and Kowloon were singing carols—a desperate robbery was perpetrated on a mother and child in the Salkung district, in the extreme east of the New Territory.

Three masked armed robbers broke into their house, collected about \$50 in loot and then abducted the woman, who is 47 years of age and forced her to accompany them to a small boat which was waiting at the waterside.

The girl of 13 reported to the nearest Police Station and inquiries are being made.

WOOD FUEL CRISIS

Shortage Causes High Prices In Canton

Canton, Yesterday. The wood fuel consumed in Canton is mostly provided by the districts along the West, North and East rivers. During the recent months, owing to the war and the shallow water, the traffic has been interrupted, thus causing a fuel crisis in the city. Fuel is now \$1 for 40 catties—a price seldom seen in recent years.

As normal traffic has now resumed in the province, it is expected that a large quantity of fuel will be brought down from both the North and West River within the week and the prices are expected to drop accordingly.—Canton News Agency.

CENTRAL BANK

To Be Ready In February

Canton, Yesterday. The new building of the Kwangtung Central Bank at the South Bund has been in construction for some time. According to the engineer in charge of the work, the building will be completed in February.—Canton News Agency.

ALLEGED EMBEZZLEMENT

A warrant has been issued for the arrest of Leung Kam-fong, who is alleged to have embezzled the sum of \$10,335.50 from the S. K. Trust, Limited, Hong Kong, and also to have fraudulently converted \$5,000, the property of the same firm.

PRESIDENT SHOT AT

Attempt By Italian Assassin

Buenos Aires, Yesterday. A number of shots were fired at President Irigoyen to-day by a man, whom a guard felled and killed.

The President's attacker was an Italian anarchist, named Marinelli, a house painter. Three policemen were wounded in the attack.—Reuter's American Service.

Official Wounded

Buenos Aires, Yesterday. Marinelli fired three shots at Irigoyen from behind a wall when the President was motoring to the National Palace from home, but his aim was faulty. A secret service agent was seriously wounded in the stomach, and an official in the President's car was also wounded. A bullet missed.

Senor Irigoyen's escort, without hesitation, shot down Marinelli, seven bullets entering his body.—Reuter.

GENERAL SMUTS

Sails For Lecturing Tour Of United States

London, Yesterday. General Smuts, who sailed for New York to-day, will speak at Ottawa, New York, Boston and Yale Universities, and possibly at Cincinnati, Chicago and Philadelphia. He will spend three days in Washington, returning to England in January en route to the Cape.—Reuter.

MR. OBATA

Chengchow Urges His Rejection

Nanking, Monday. The Chengchow People's Foreign Relations Association joins other public organisations in urging the rejection of Mr. Obata as Japanese Minister for China.—Canton News Agency.

FATAL FALL FROM VERANDAH

A Chinese boy, six years of age, was leaning over the verandah of his house on the second floor of 147, Johnston Road, Wanchai, when he over balanced and fell to the road. Prompt removal to the Government Civil Hospital proved in vain, as the lad died shortly after admission.



AT THE **QUEEN'S** TO-DAY TO SATURDAY AT 2.30, 5.10, 7.15, & 9.20.

NOT HAVING ANY!

Persia Avoids Interfering With the Soviet

Tehran, Yesterday. The Persian Government has declined the suggestion of the United States Government that, as a signatory of the Kellogg Pact, it should make representation of the Russian and Chinese Governments with a view to bringing about a peaceful conclusion of the Russo-Chinese dispute, and declares that as Persia has no diplomatic relations with China, and dispute is already nearing a peaceful settlement, it does not think it advisable to intervene.—Reuter.

HOUSE OF COMMONS

London, Yesterday. Parliament has adjourned until January 21, the date of the Naval Conference.—Reuter.

JOHN GILBERT IN DESERT NIGHTS



AT THE **STAR** TO-DAY TO SATURDAY AT 5.30 & 9.20

HARRISON FORD & PHYLLIS HAVER in

AL CHRISTIE'S SUPER COMEDY The NERVOUS WRECK

AT THE **WORLD** FINAL SHOWINGS TO-DAY AT 2.30, 5.15, 7.15 & 9.20.



JUST BETWEEN US!
If you suffer from
headache, toothache,
rheumatism, pain in
joints and limbs, gout,
chill - - - don't
hesitate but take



'Bayer' ASPIRIN

MOTOR ACCIDENT

European Lady Taken To Hospital

A motor accident which necessitated the removal of Mrs. R. McEwan to the Kowloon Hospital occurred at about 2 p.m. on Christmas Eve in Tai Po Road. It appears that Police car No. 5, driven by a Chinese, having as its occupants, Mr. J. J. Hirst, Assistant Supervisor of the Botanical and Forestry Department, and Mr. Ma

Sal-on, No. 2 Forester, was going in the direction of Shatin. On nearing the Kowloon Reservoir it cut sharply across and collided with a motor cycle combination, in which were Mr. and Mrs. McEwan, coming in the opposite direction. However, the impact was not serious, and not much damage was done. Mr. McEwan is Sergeant in the Police Force and Officer in Charge of the Shatin Police Station. Mrs. McEwan was taken to the Kowloon Hospital where it was found that her injuries were luckily not of a serious nature.

Majestic THEATRE

NATHAN ROAD, KOWLOON

HAROLD LLOYD

IN **Speedy**

PRODUCED BY THE HAROLD LLOYD CORPORATION
A Paramount Release

Giddyap, Giddyap, Giddyap,
"Speedy." Let Lloyd lead you to
laughs. Sixty smiles a second with
"Speedy."

TO-DAY TO SATURDAY at 2.30, 5.30, 7.20 & 9.20 p.m.
Extra Matinee Performance 12.30 p.m. Christmas Day.
Showing for the FIRST TIME in Hong Kong.